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THE SPHERE, APRIL 12, 1947
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Vol. CLXXXIX No. 2462 WITH WHICH IS INCORPORATED THE GRAPHIC APRIL 12 1947

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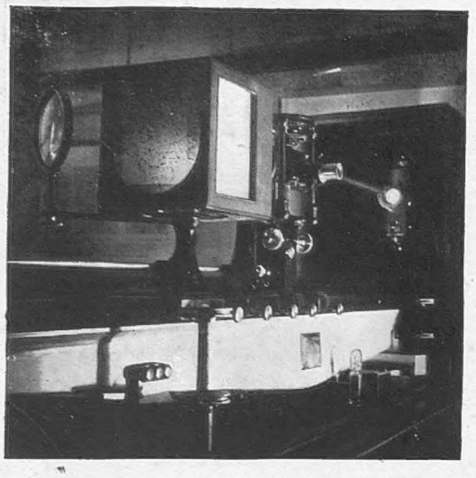

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THE SPHERE
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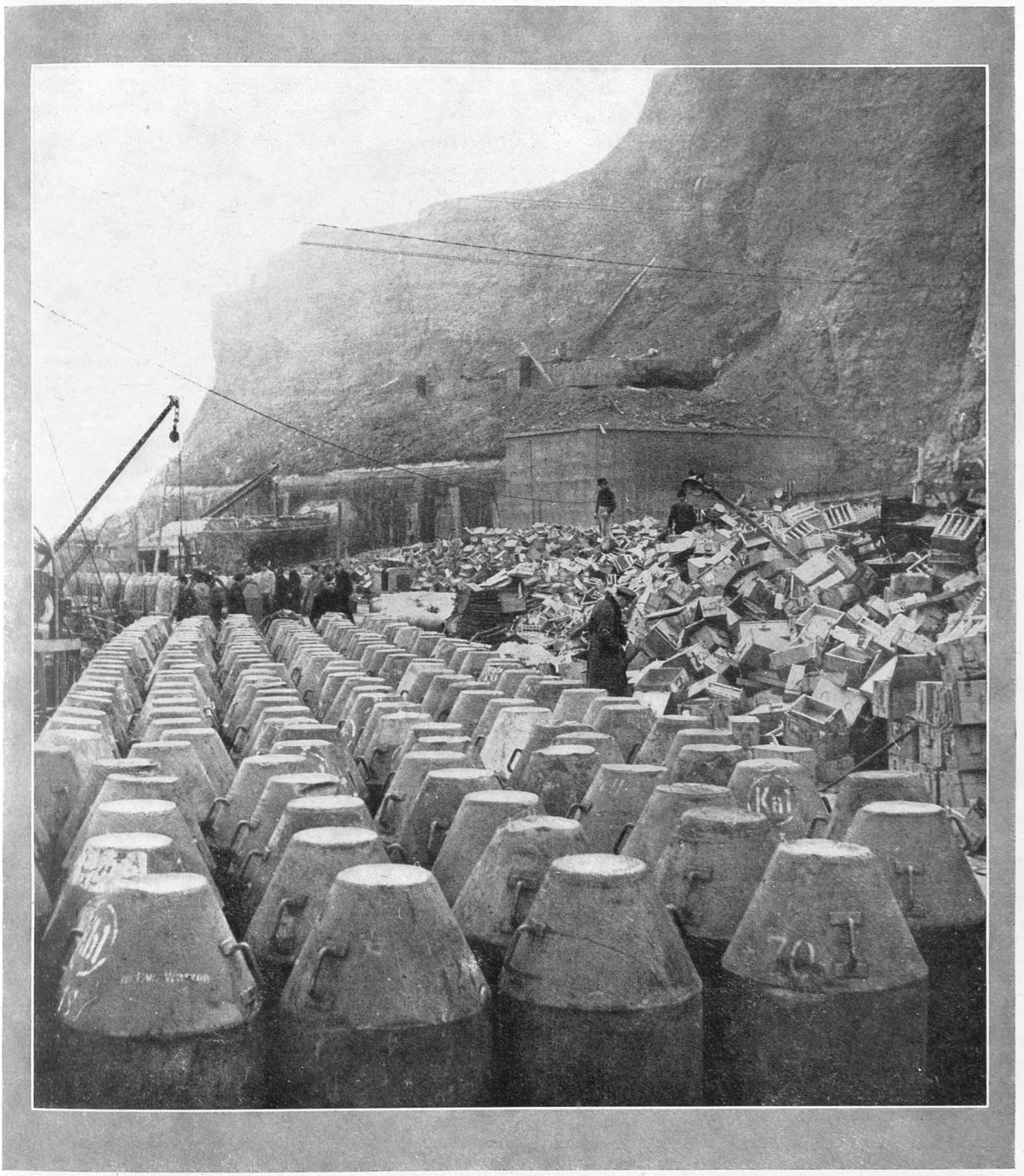

HELIGOLAND AWAITS ZERO HOUR—SAFETY CASES FOR WARHEADS AND AMMUNITION BOXES LYING ON THE QUAYSIDE OF THE ISLAND FORTRESS IN THE NORTH SEA, WHERE THE ROYAL NAVY IS PREPARING FOR WHOLESALE DEMOLITIONS: On April 18 U-boat pens, battery emplacement forts and 14 miles of tunnels containing ammunition and explosives are to be blown up from a firing ship nine miles out to sea

The Peace Treaty of Versailles compelled Germany to dismantle the whole of the fortress of Heligoland, which had played such a vital part in the First World War. When Hitler came to power he, too, fortified the island, possibly even more thoroughly than Kaiser Wilhelm had done before him, and next week history will repeat itself once again when 6,700 tons of explosive will be sent sky high and with it will be demolished the fourteen miles of ammunition tunnels, the U-boat pens, and the gun emplacements which contributed to Heligoland's impregnability under the Nazi regime. The operation will be carried out by a British naval party aboard a firing ship nine miles out to sea, and seismographs in both London and Moscow will register the shock to the earth's crust caused by the explosions, which it is hoped to make simultaneous. Heligoland was ceded by Britain to Germany in 1890 in exchange for certain rights on the East Coast of Africa, and it then became part of the Prussian province of Schleswig-Holstein. In A.D. 800 Heligoland had a coastline of 120 miles, but in the course of centuries erosion has reduced it to rather less than 3 miles. Next week's explosion is likely to make still further alterations in the island's contours

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Budget Fidgets.—Tuesday, April 15, is Dalton's Day, and the pundits have been letting his cat out of its bag for some time past. Whether the cat which emerges on the 15th will be recognisable from the many escaped cats we have been offered I do not profess to know, not being a financier or a prophet. It will be a mangy cat which is kicked out from Bleak House, we may be sure. The stars in their courses have fought against Socialism and England in a calamitous year of weather and what not. Nothing has gone right. Dr. Dalton's hearty laugh will no doubt ring out as he warns us that we must be prepared to "draw in our belts a little" and work harder and spend less and save more if we are to enjoy the "fruits of victory" and a "higher standard of living." Many of us feel that the only fruits of victory we have tasted so far are some sour and redundant tangerines, and that an ever higher inflation is the only sign of a higher standard of living. But some sops and concessions I doubt not he must and will offer; swops disguised as sops, for, if he still hopes to approach nearer to a balanced Budget, he must make up on his swings what he gives away on his roundabouts. Every argument seems to favour reducing direct taxation on earned incomes, and getting the revenue back on increased indirect taxation, especially on all commodities which can conceivably be labelled luxuries. And if he once more lets the fat men and the gambling fraternity (who have of late been *squandering* paper on circularising me) escape his net, and if *this time* he does not simplify the burden of P.A.Y.E. which falls on the employer (if not on the employee), the Doctor's hearty laugh will win no answering smile from me. The only prophecy on which I dare to venture is that the Socialist Budget of 1947 will contain an admission that, however un-Socialistic private enterprise may be, some slight encouragement of it is an essential expedient in this grave hour

Abuse of the Veto.—Russian use of the veto on the Albanian verdict must break the hearts of all who put faith in the Security Council. Those who argue that, after all, the subject was one better suited to the International Court of Justice forget that its jurisdiction is not unanimously accepted internationally. So far as appears, the Russian veto was not even based on an argument that the majority verdict was against the weight of evidence. It was simply a verdict which did not suit Russia's book—therefore it could not be. As for Poland—once famous for her moral courage—she has carried yes-mania to the limit, and nowadays mows and mopes, a pale shadow of her great protector, a monkey dancing to a Red barrel-organ. That veto—designed as a vital safeguard to assure unanimity and speed among the Great Powers in cases where war actually threatened—becomes the curse of humanity where it is lightly used to burk decisions or delay settlement of minor disputes not immediately threatening war. But any modification of its now-accepted use is not on the cards. It is a tragedy for civilisation, which the General Assembly should without delay and with moral courage attempt to remove by any means in its power.

French Tapestry.—It is no idle claim, put out by the Museum authorities that the Exhibition of French Tapestry now showing at the V. and A. is one of the most important ever staged there. For here, from the early sixteenth century onwards, we see the heights of art reached by the great masters of tapestry work whose achievement came to a head in Lebrun of the Gobelins under Louis XIV. I have in the past decade seen the work of talented amateurs in needlework and gained the impression that the needle and the strand of wool might achieve some of the miracles produced by the brush and the oil colour. And here at the V. and A. one stands before great cartoons, woven on the looms, which possess all the grace, the beauty, the magic, of the greatest Italian Masters of the Renaissance and earlier. Here one may see an original *Primavera* in wool and subtle silks. These magic fabrics come from the Louvre, the Cluny, from French cathedrals, on their first visit abroad in many cases. It is a show which none who cares for beauty can afford to miss. One is dazzled as much by the wealth and variety of beauty as by the beauty itself. Those responsible for arranging this consummate exhibition possessed a "devilish ingenuity." They lead us on by slow degrees from approval to admiration, from admiration to rapture, from rapture to . . . that great gallery of framed masterpieces, and thence to that Holy of Holies which bears the magic carpet on its floor. However meritorious, the work of the twentieth century must seem a bathos after such a rare experience. And it is highly meritorious and it is a bathos.

KING PAUL I OF THE HELLENES: The new King, who succeeded last week on the sudden death of his brother, King George II, seen at an Athens ceremony with his consort, Queen Frederika, and the "Diadoch," Crown Prince Constantine, who was born in 1940. The King is a great-grandchild of Queen Victoria and the Queen is a great-great-grandchild of Queen Victoria. King Paul has spent many years in England, both as an exile and during the Second World War after the German occupation of Greece. He gained his pilot's wings in 1936 and has trained as a parachutist

When the Sun Shone.—Just before Easter—I forget the day—the sun came out for two hours and the thermometer rose to 58 degrees. There was a semblance of spring in the air. The surviving garden birds sang, bees were busy and noisy in the crocuses; and sulphur butterfly was on the wing and the gardener was sowing seeds and whistling. The effect was very remarkable. Drooping spirits revived. For two brief hours, we all seemed to emerge from an endless tunnel, to wake from a nightmare of immeasurable duration. We have for so long been so battered and beaten up by circumstance, by fate, by foul weather, that we have all forgotten that a fine day in early spring was once our accepted birthright, a joy to be punctually expected and to be enjoyed and repeated. Our reaction to this brief lifting of our long nightmare is more than a trifle. It is profoundly significant of the duration and severity of our trials in the past year. Such once common blessings as blue sky, sunshine, warmth, beauty, hope and renaissance, had faded from our consciousness. We "crept out again to feel the sun" like miners entombed for long months in a pit, noisome and foul. We were almost too much battered to be able to appreciate a half-forgotten and no longer expected blessing. We had all but forgotten how to smile. Why had the fates lashed us so bitterly and so long? What had we done, or not done, to deserve it? Perhaps there are nimble accountants on Olympus, outraged by our lack of business acumen and determined to punish a nation which parted with its foreign assets to support a wild dream and gamble which men loosely call liberty or freedom and having miraculously saved it, instantly resigned all title to it. That must be the explanation. Poverty is shameful and deserves castigation, and the honest fool is the first to be paid out.

A One-Horse Burgh.—Poor old London—once the capital of civilisation! We are still very vitally a nation of shopkeepers and should concern ourselves with our shop-window. But what a sorry advertisement dirty, dingy, ruined London is! Still advertising to the tourist what we suffered four years ago, still incapable of suggesting that as a nation we are rising again. Broken roads, cock-eyed puddled pavements, blocks of buildings for all the world like the teeth of an octogenarian rustic of the eighteenth century. Windowless West End clubs, lit by hurricane lamps, a thousand clocks all stopped, and stopped at different times. Not a lick of paint anywhere, not a smooth lawn, crumbling plaster and unpointed masonry; and traffic blocks and chaos worse than anything experienced in the busiest of pre-war seasons, when new motor-cars were as easily come by as bureaucratic forms. Have the local authorities handed in their checks? Have our many misfortunes caused them to abandon hope and fold their hands? Is London permanently scheduled as an historic ruin? What buyer will enter our shop when our chief shop-window displays nothing but the legend: "Abandon hope"? It is time someone raised and someone answered these questions.

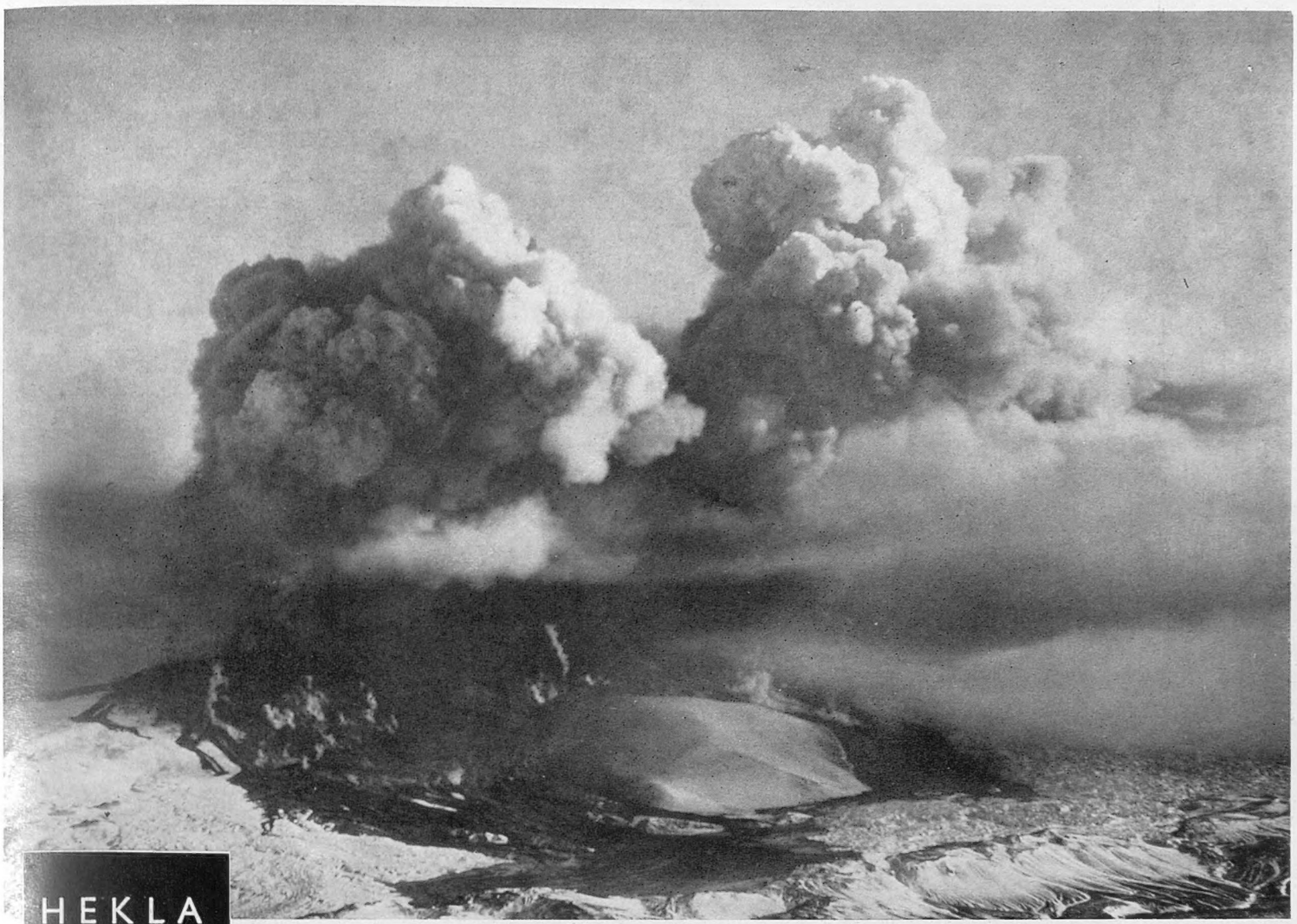
THE LATE KING GEORGE II OF THE HELLENES: The King in uniform during the war years when he lived in London. In his chequered career he endured two exiles, and his death in Athens occurred last week only six months after he had been called back to the Grecian throne by plebiscite. He was fifty-seven years old

A Hen's Thanks.—Miners all over the world assert that coal output depends on feeding. Underfed men cannot dig coal. The foolish hen says ditto, silently, by its policy of ca' canny. The document which of late years has entitled us to draw our balancer meal against shell-egg coupons surrendered, told me that my allotment was just enough to feed two hens. Two hens are not worth the trouble of keeping by a family of five or six, or elsewhere than in a 10-foot-square backyard. Therefore, the late ration has been somewhat worse than useless, for where is the hen which will lay an egg on ⅛ of its adequate ration? And now that ration is to be doubled again. There is this for comfort: Public opinion does at long last influence even the most self-confident and ill-qualified Minister. At long last he bows to public opinion, when the damage is done. But never, no never, does he acknowledge that he may have been wrong. Ministers are infallible and omniscient.

Yet Another Record?—*Rainfall for March:* 1943—·64 in. 1944—·38 in. 1945—·80 in. 1946—1·30 in. 1947—7·27 in. Average rainfall for four years before 1947, ·78 in. Rainfall for 1947, *ten times the average!* Certainly there are difficulties in the way of long-term weather prophets. Our variable climate keeps them guessing and laughs at old Calendar saws and weather wisdom. March dust!

"Si Jeunesse . . . Si Vieillesse . . ."—Here's a fine example of the old saw. The French landowner from Charente who applied to me for advice on how to catch moles writes: "Eighteen in ten days, including four in the same run—and all thanks to you!" Employing all my arts and experience (not all of which I could pass on to him in correspondence), I have caught precisely two during a period of fifty days! And the miniature Alps on my lawn increase daily in range.

THE OLD STAGER



HEKLA
Nature in Eruption

HAIFA
A Man-Made Disaster

THE FIRST MAJOR ERUPTION OF ICELAND'S VOLCANO FOR OVER 100 YEARS—SMOKE BELCHING SKYWARD FROM MOUNT HEKLA SHORTLY AFTER THE EARTHQUAKE AND THE VIOLENT INITIAL EXPLOSION: Within a few hours six or seven lava streams were seen pouring down the mountainside and volcanic ash began to descend upon the whole island, even shrouding the Vestmanna group 60 miles away. One of the two biggest lava streams flowed towards the wastelands to the north and north-east, an area devastated in the great eruption of 1845, and, on the whole, the lava showed no signs of creating serious damage. The Icelandic capital, Reykjavik, apart from feeling the initial earthquake shock, emerged unscathed, but falling ash and cinders have wrought havoc in the south, where many farmhouses have been destroyed and fields are covered with a layer of cinders 5 ins. deep. This is the twenty-third eruption of Hekla since the discovery of Iceland. The last big eruption, in September 1845, lasted until February 1846. Since then there have been two minor eruptions. It is impossible to determine yet the importance of the present eruption, but many things point towards one of long duration

THE HAIFA OIL EXPLOSION—AN OUTRAGE FOR WHICH THE PEOPLE OF PALESTINE MAY HAVE TO PAY IN CASH: A distant view of the city of Haifa beneath a vast pall of black smoke ascending from the oil storage tanks which were set on fire by terrorists who placed bombs beneath the pipelines of the Iraq Petroleum Company. After fifteen hours' work and the combined efforts of 2,000 soldiers and sailors and local fire brigades, the blaze was brought under control, but not before at least £250,000 worth of damage had been done. Ten of the seventeen oil storage tanks of the Shell installation at Haifa Bay were involved in the fire, each of them having a capacity of 1,000 to 4,000 tons. The possibility of the Jewish community being fined collectively for the damage was under discussion last week. There were the usual police searches for the perpetrators of the outrage

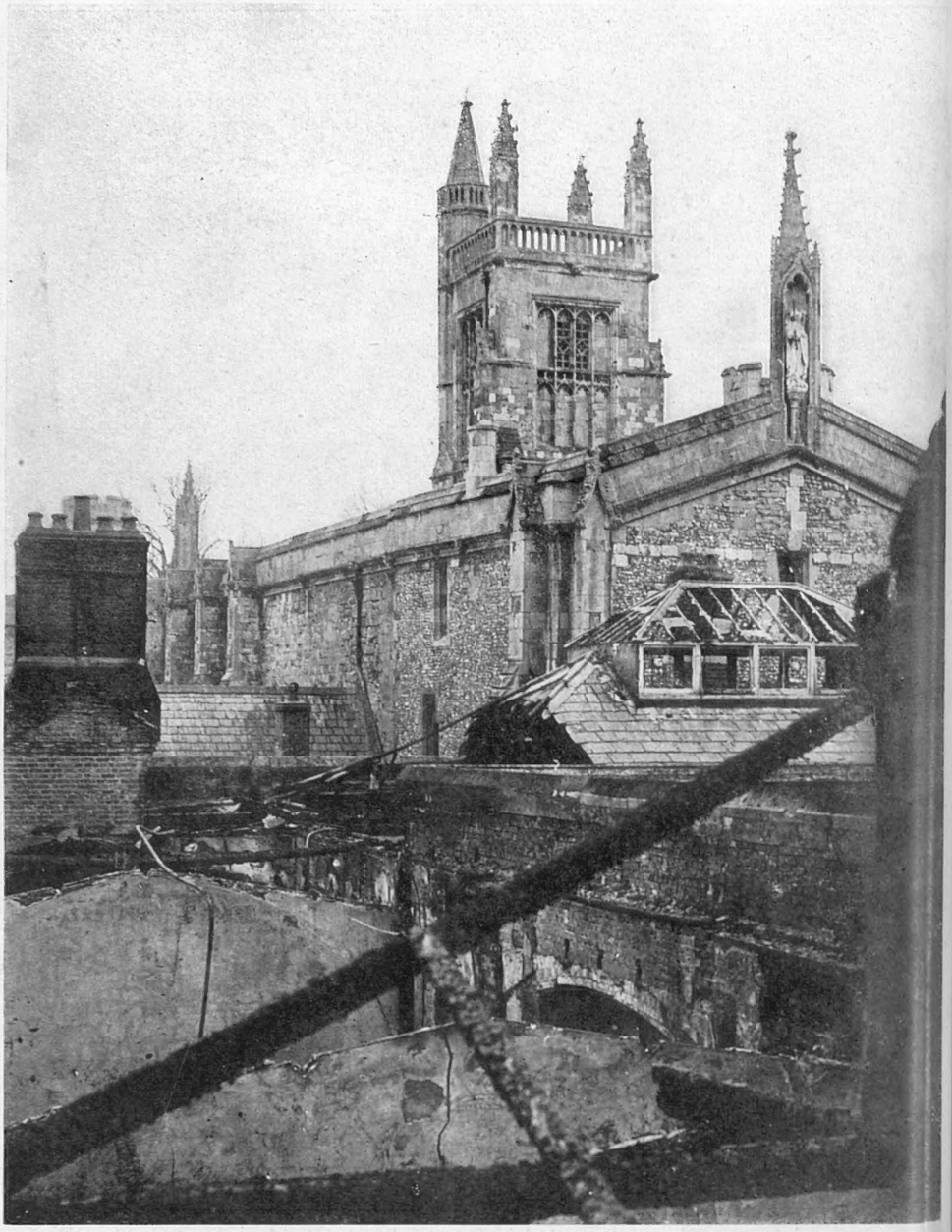
"COLONEL VALERIO" AT THE MICROPHONE—HE CLAIMS TO BE THE MAN WHO KILLED MUSSOLINI: Walter Audisio, the self-confessed executioner of the Duce, addressing a gathering of Communists in Rome. After describing how he took Mussolini to a deserted garden at Dongo, near Lake Como, Northern Italy, on April 28, 1945, Audisio recounted the last moments of Mussolini. "I did not have the impression I was shooting a man," he said, "but an inferior beast." Audisio, who is sometimes known as Colonel Valerio, made his speech amid the ruins of the fourteenth-century Basilica of the Emperor Maxentius

THE WINCHESTER COLLEGE FIRE

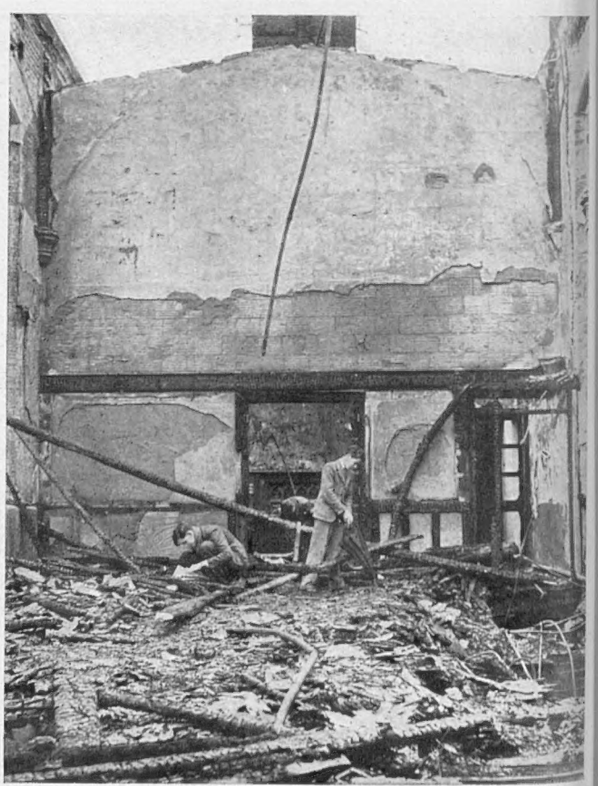
A Two-Storey Block Gutted by the Flames

A GUTTED WINDOW OF THE MASTERS' COMMON ROOM: The fire destroyed the whole of a modern, red-brick, two-storey block. Fortunately none of the older parts of the college were affected

Winchester College, founded by William of Wykeham in 1382 and one of the oldest of the great public schools, is famed for its medieval buildings, notably the fourteenth-century chapel, cloisters and quadrangle. Fortunately all these escaped the recent fire, which involved only the two-storey red-brick building used as the Masters' Common Room. This was built in 1870, and lies directly behind the headmaster's house. The first to give the alarm was the headmaster himself, and he subsequently led the fire-fighting squads in their work. The college library was at one time housed in this building, but some years ago it was moved to the old Buttery. As a result, little that is ultimately irreplaceable has been destroyed, most of the losses consisting of the masters' possessions, books and clothes, though a number of watercolours (including some by Bernard Gotch) were destroyed. The modern language department, which lost most of its text-books, has already issued an appeal to any people who have books which would be of use—particularly standard texts in French and German—to give or sell them to the college, as their replacement through the usual channels at the present time is impossible



THE MASTERS' COMMON ROOM ON THE MORNING AFTER THE BIG FIRE: An overhead view showing how the roof collapsed. The college had closed for the holidays, and it was some time before the headmaster was awakened by the fire and gave the alarm. By then the Common Room was well ablaze, and, according to one report, the roof had actually fallen before the first fire brigade arrived on the scene



NOT ONE OF THE HISTORIC BUILDINGS OF THE COLLEGE: *Left*—The gutted Masters' Common Room on the morning after the fire, and (*right*) boys searching among the debris. One of them is examining a book which had partially escaped the flames. Firemen from Southampton and Eastleigh helped the Winchester brigade in fighting the blaze and in keeping it from adjacent college buildings

MANACLED TOGETHER AND WITH CHAINS BINDING THEIR FEET, THEY ARE MARCHED UNDER POLICE GUARD TO A JERUSALEM MILITARY COURT : On the left is Mass'oud Bouton, and with him Daniel Azulay. With two colleagues they were about to face charges of blowing up Jerusalem railway station last October. It was feared that an attempt might be made to rescue them while en route to the court

JEWISH PRISONERS WALK IN CHAINS

How Four Men Arrived at a Military Court in Jerusalem

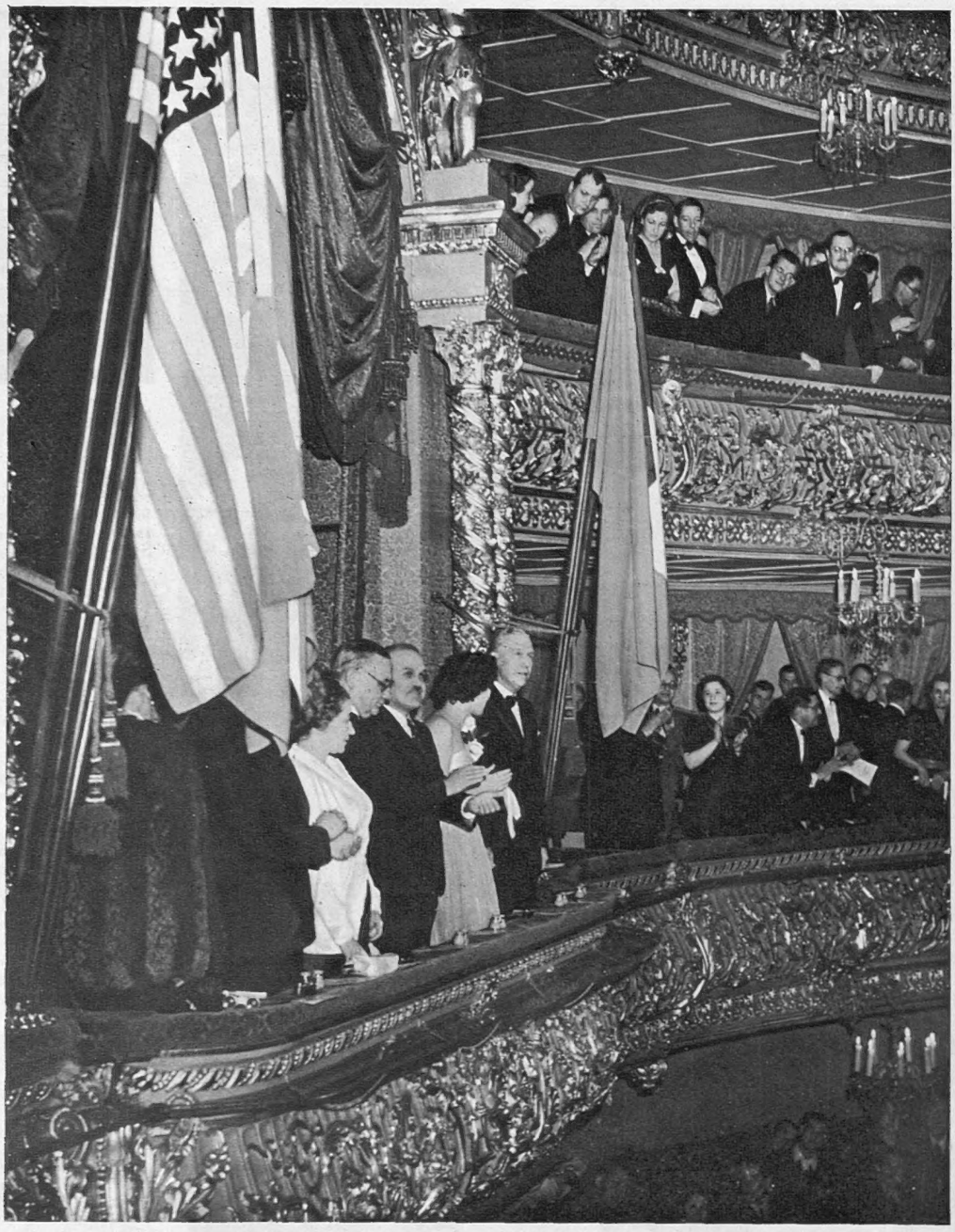
On October 30, 1946, not twenty-four hours after the Zionist Council had passed a resolution condemning terrorism, a taxi drove up to Jerusalem Railway Station carrying several people with suitcases. They took the suitcases, containing explosives, to the waiting-room. As they drove off they opened fire on the station. A few moments later there was a tremendous explosion and part of the station was blown up. In that action a policeman lost his life, and it heralded a new wave of terrorism.

Facing charges of being concerned in that outrage were Mass'oud Bouton, Daniel Azulay, Moshe Horowitz and Meir Feinstein. Last week they came manacled together to Jerusalem and stood trial for a crime which aroused the condemnation even of their own people

MOSHE SAMUEL HOROWITZ AND MEIR FEINSTEIN WERE ALSO MANACLED TOGETHER : These two pictures show the men as they staggered towards the military court-house in Jerusalem from the vehicle which had brought them from gaol. Horowitz is on the left, and Feinstein on the right. The latter was wounded at the time of his capture, and it will be seen that his left arm has been amputated just below the shoulder

MOSCOW, 1947

Social and Diplomatic Interchanges at the Conference of Foreign Ministers; The Talks Lag Behind Schedule



THE "BIG FOUR" ATTEND A PERFORMANCE AT MOSCOW'S BOLSHOI THEATRE: M. Bidault (whose head is obscured by the American flag), Mrs. Molotov, Mr. Bevin, Mr. Molotov, Mme. Bidault and General Marshall applauding the players at the close of the ballet "Romeo and Juliet," in which they saw Ulanova, Russia's premier ballerina, give a brilliant performance. After the performance of "Romeo and Juliet," Mr. Bevin and General Marshall, significantly enough, went on to a reception given by the Greek Ambassador

MR. AND MRS. MOLOTOV ARRIVE FOR THE BALLE The Chairman of the Four-Power Conference a his wife seen on entering the Bolshoi Thea

MR. BEVIN STRESSES A POINT: Britain's Fore Secretary in conversation with Mr. Molotov duri an interval in the ballet "Romeo and Juliet

HE WORE THE ORDER OF SUVOROV: General Marshall, the U.S. Secretary of State, shaking hands with Mr. Molotov at a reception and dinner-party. General Marshall wore his Russian order on the right breast. Beside him is Miss Molotov

THE MOLOTOVS AND THE VISHINSKYS: The Deputy Soviet Foreign Ministe resplendent in diplomatic uniform, with Mrs. Vishinsky (left), and t Soviet Foreign Minister with Mrs. Molotov, at a reception and dinner-pa

On March 30 the Moscow Conference of Foreign Ministers, charged with the task of planning the futures of Austria and Germany, was entering on its fourth week, but the Ministers, despite the fact that their deputies had prepared much of the groundwork, were at this stage making poor progress and were, indeed, six days behind schedule. General Marshall, a soldierly figure despite his civilian dress, was obviously distressed by the delays, and there were rumours last week that he intended returning to Washington if the Co ference continued at its present pace. Before Easter th were several social functions in honour of the delegates, highlight being a visit to the Bolshoi Theatre to see Ulano

THE MEN WHO ARE TACKLING THE AUSTRIAN PROBLEM—THE FOREIGN MINISTERS' DEPUTIES IN SESSION AT AVIATION HOUSE, NORTH MOSCOW, WHERE IT IS THEIR TASK TO PREPARE THE GROUND FOR THE "BIG FOUR": Facing the camera is General Mark Clark, former U.S. Commander-in-Chief in Austria, and on the left of the table are Mr. Gusef and his Russian colleagues. The British delegation, headed by Sir William Strang, is seated back to camera. Last week when General Marshall urged for a report from the Austrian deputies, Mr. Molotov insisted that they might require more time to complete their work

THEY PREPARE THE WAY FOR THE "BIG FOUR"—THE SOVIET, BRITISH, FRENCH AND AMERICAN DEPUTIES WHO ARE DEALING WITH THE MINOR PROBLEMS OF TREATY-MAKING AND COLLATING THE FACTORS WITH REGARD TO THE MAJOR ISSUES: Mr. Vishinsky, the Soviet Deputy Foreign Minister, Sir William Strang (Britain), M. Cove de Murville (France) and Mr. Robert Murphy (the United States). Sir William Strang is political adviser to the Commander-in-Chief, British forces in Germany. He knows Russia well, and was at one time Counsellor at the British Embassy in Moscow. Mr. Murphy, it will be remembered, was associated with the political moves immediately following the Allied landings in North Africa. M. de Murville is M. Bidault's assistant

GREEK CANNOT FORGET GREEK

Hellenism, the Force that Binds Them in the Midst of Turmoil

By FERDINAND TUOHY

WHATEVER it was that the Greeks had a word for, have we a word for them? Are they heroes or nuisances, patriots or bandits?

If I had to choose a word for them, it would be "dynamic." For a small people they certainly have a knack of gaining the centre of the stage. They cannot be kept away from it, and now the atom bomb is setting them there once again. The King's death, with such dramatic suddenness, is another contributing factor. It could be, too, a stabilising factor, for King Paul has not been identified with reaction.

One of the most dynamic things the Greeks ever did was to run the Turkish civil service, or the principal parts of it, when still enslaved by the Sublime Porte. That was about the seventeenth century, and Greek intellect and imagination did the trick.

What makes them tick (in the Rooseveltian sense) is Hellenism, or the "Great Idea." This has held Greeks for centuries, and by it an undying irredentism aims at the recovery of "enslaved" brethren in neighbouring lands and isles. Maybe this is what the Greeks have a word for, and not for sex-appeal or super-caddishness, as commonly supposed. Greek will not let go of Greek. That is the kernel of it.

Frequently tragic as the resultant course of events has been, the sum effect is found in a preservation of national sentiment unequalled in modern history. However much Greeks quarrel and murder among themselves (and few can beat them at it), the "Great Idea" binds them all. Just now the Greek Communists think it can be realised under the wing of Russia, whereas their opponents think it can be done under America and the West.

One might have thought that being sat on for so long by the Turk would have squashed the life out of these Greeks, but no such thing. Thanks to the parochial clergy and the schoolmasters, they came up flaming as the Turk began to deflate.

It was in expanding days after the French Revolution that the Greeks laid the foundations of their world-wide carrying trade which makes Greeks almost as ubiquitous as Scotsmen *pro rata* of the population. Greek commercial houses grew up from Odessa to London, and Moscow to Venice. It was this dynamic mercantile creation which lighted the idea that Greece could be great again, could she shake off the Turk. Liberty and independence! At this period, and earlier, the Greeks' big friend was Russia.

You will hear heated argument yet that the Greeks are more Slav than Greek. Down to about A.D. 550 the population seems to have remained as purely Greek as in classic times, but thereafter Slavonic colonisation made steady inroads. You see it to this day in the round faces and flat features of many Greeks. There is also the tie of a common religion.

Catherine the Great wanted to make Greece an independent principality (she had Greeks high in her service), and each time Russia subsequently had trouble with the Turks, the Greeks sided with Muscovy. This was particularly the case during the fifty-years reign of the half-Russian George I, brother of our Queen Alexandra, who was rewarded for being the best chief modern Greece ever had by dying assassinated. No monarch's assassination had greater effect, for the course of the 1914-18 War would have run differently had pro-Ally George still been on the throne. He missed being so by eighteen months.

The Greeks have had the close attention of all the big ones in turn—Russia, Britain, France, Germany, Austria, Turkey, Italy, and now it is the United States. Reason—the position of their country at the mouth of the Dardanelles, and containing the best Aegean outlets to the Mediterranean.

Britain came on the scene in 1815 when a protectorate was established in the Ionian Isles. From that day to this the Anglo-Greek link has been close, if at times subject to stresses. A severe case arose in 1922 after an invading Greek army had been ignominiously flung out of Asia Minor by Kemal's supposedly weak force. The Greeks, who had been chasing the "Great Idea," held that Mr. Lloyd George should have supplied arms and equipment, seeing that he had egged on Venizelos to that ghastly campaign terminating in the Smyrna massacre and the shooting of a row of Premiers and Generals in Athens.

Coming from the classic capital, that was a shock. But the Greeks have a short way with failures.

Less than four years before, the Greek Army had earned highest praise from the Allied Salonika Command for intervening with such courage and dash that the local front was split and the ball set rolling for a quick finish to World War I. The Greeks were well in on that finish. Brilliant but unreliable people.

They will put up a splendid show one day and are capable of base treachery the next. Different sides of the same nation, of course. As an instance of the former, why go farther than the whipping of Mussolini that so delighted us in 1940 when we fought with only the Greeks beside us? It has since been shown that the distended poltroon counted on the Greeks not fighting at all. As an example of baseness, what could have been worse than the yielding of the Rupel Fort to the Bulgars in 1915? It lastingly deteriorated the Franco-British position at Salonika.

It was the work of pro-German Constantine, and what troubles Greece has had with her kings! The two quietest and most successful were Otho and George I. Otho was a Bavarian, and though he put the heavy Munich hand all over Greece during thirty years, comment was kinder to him after he had abdicated in the '60's. Then came George, the strolling democrat of the streets, and Greece entered on her consolidating period.

She didn't get much for the "Great Idea" from the Treaties of San Stefano and Berlin. Yet the happiest spell modern Greece has known followed under Premier Trikoupis, who modernised the country during a dozen years (1882-94), building roads and railways and exploiting the national resources. Greece became a financial magnet, and all might have continued well had not the "Great Idea" burst out again in 1897, when fervent Greek patriots decided it was time to fling the Turks out of Crete.

That led to a proper rally of the Powers. Russians, British, French, Austrians, Germans, Italians, all appeared on the scene. (In 1917 I acquired a bottle of vodka at Canea that had been left behind by the Russian Fleet twenty years before.) It was as much as the Allies could do to call off the Turks after they had knocked the stuffing out of the Greeks inside four weeks. Brave but erratic people, the Greeks, carried beyond reason by their enthusiasms. Now they are assassinating and staging revolutions and Army *coups d'état*; now they are thrilling people the world over by some striking military or idealistic act. Such fickle people seldom were known. They will hound out a king one year and have him or his son back on the throne a year or two later. They produce paladins of democracy one moment—Venizelos—and thorough-going dictators the next—Metaxas.

The most interesting if short-lived of the dictators may have been General Pangalos, who wished to establish a President with big powers on the White House model. Maybe we shall see a second Pangalos emerge, should the new controlling Power feel unable to continue with the present dynasty. The average Greek remains at heart a democrat and individualist, and it is hard to believe that he does not retain the republicanism of ancient Greece. There is no titled aristocracy in this land of surprises.

The Greek is a feverish political animal. He has the *diable au corps* when it comes to politics and "isms." How far he resembles his famed ancestor is a matter of opinion. What remains Greek in him comes out in his strong sense of nationality, in his political bent, his democracy, and evidently in his language too. One hears it stated that there is no more difference between Homeric and modern Greek than between Middle English and the English of to-day. All I can say is that when I first tried ancient Greek—on a garry-driver—he whipped up as if I had said something I shouldn't.

A Greek always remains a Greek and Greeks are scattered over the globe, keeping shops and restaurants; and most of them counting the days until they shall have enough saved to return and laze out their days in the sun of their native land. This common bond, unfortunately broken now and then by political bloodshed, was admirably proved when nearly a million refugees poured back to Greece in the early '20's. All Greeks joined in settling them.

Just now the Greeks are both dynamic and giving vent to the "Great Idea."

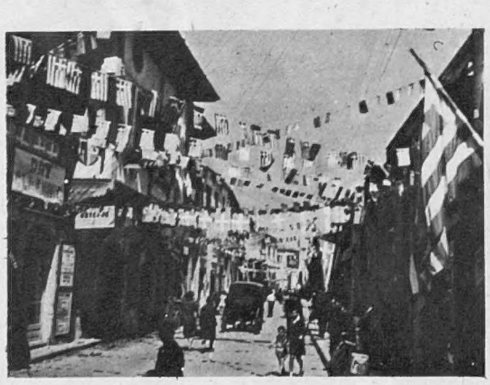
A relatively vast Government army is preparing to attack the guerillas in the hills. These are the last of E.L.A.S., Resistance force of the late war and to-day the spearhead of Communism in Greece. They number some 12,000 under a man named Markos whom the United Nations tried in vain to contact, and the campaign is expected to last some months in the mountains, even with American weapons on the Government side.

As for the "Great Idea," Britain has made over the Dodecanese Islands to Greece because the great bulk of the 115,000 living on them are Greek. Next target of the "Great Idea" is Cyprus. The Greeks want that, too.

How will the Greeks weather the birth-pangs of the Atomic Age? They are right at the centre of that also, with America electing to call a halt to Communist insinuation from the soil of Greece.

"THE BRITISH MUST GO"—THE FAVOURITE SLOGAN OF THE GREEK GUERILLAS: It is painted in quicklime on the wall of a cottage in the guerilla zone of Western Macedonia. In that area the guerillas have now a large measure of control, and it is their determination to set up a Macedonian Republic owing no allegiance to Athens. **(See page 43 of this issue)**

THE DANCE OF THE BANDOLIERS: Armed men and women guerillas dancing a Greek national dance in the village of Kastonofyton, near the frontier town of Castoria. The Greek guerillas, by mining the roads and constant forays from their mountain strongholds, have succeeded in cutting off Northern Greece from the south, making the passage of all normal trade impossible. When pursued by troops of the Greek Regular Army they seek sanctuary in Bulgaria and Yugoslavia. This state of affairs has been the subject of an intensive investigation by the United Nations



CYPRIOTS DEMAND UNION WITH GREECE: Greek flags adorning a street in Nicosia on the occasion of Lord Winster's arrival to take up the Governorship. The Ethnarcic Council, a body claiming to speak for all Cypriot political parties, has been loud in its demands for Greco-Cypriot union, but the Turkish community has rejected the authority of the Council in this matter and has welcomed Britain's ten-year development plan for Cyprus

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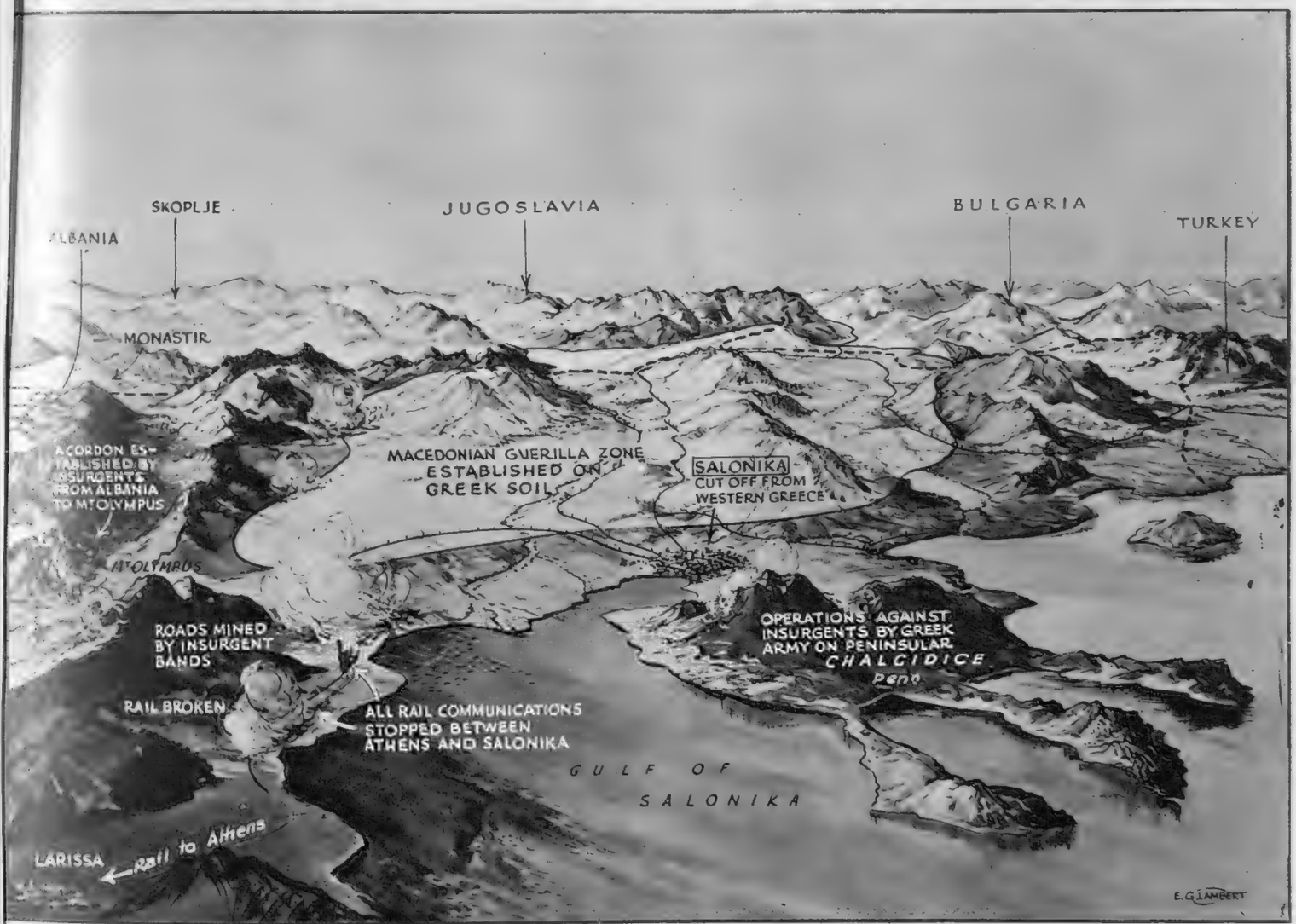
UNITED STATES SQUADRON FOR THE GOLDEN HORN — AN ARTIST'S IMPRESSION OF THE 27,000-TON AIRCRAFT-CARRIER "LEYTE," WHICH, ACCORDING TO RECENTLY ANNOUNCED NAVY DEPARTMENT PLANS, IS MAKING A SPRING CRUISE IN THE EASTERN MEDITERRANEAN AND IS VISITING SUDA, ISTANBUL, CRETE AND POSSIBLY ATHENS: During the course of this tour the American Squadron may be brought up to a maximum strength of three light cruisers and six destroyers, and the significance of the cruise is, of course, obvious in its relationship to President Truman's recent statement on Greece and Turkey. The "Leyte," formerly known as the "Crown Point," is one of the celebrated Essex-class carriers, and she numbers among her sister-ships such Pacific veterans as the "Bunker Hill," the "Shangri La" and the "Hancock." Another sister-ship is the "Philippine Sea," from which, it may be remembered, Admiral Byrd took off on his recent flight to Little America. These are not America's largest aircraft-carriers, the "Coral Sea," the "Midway" and the "Franklin Roosevelt" all being of 45,000 tons. The "Leyte" carries about 100 aircraft, and she has a main armament of twelve 5-in. guns—*Drawing by S. E. Beck*



THE PLAN TO CREATE A MACEDONIAN REPUBLIC ON GREEK SOIL — WHERE THE GUERRILLA BANDS ARE HOPING TO ESTABLISH A COMMUNIST STATE AND HAVE ALREADY CUT THEMSELVES OFF FROM THE REST OF GREECE: This diagrammatic sketch summarises the present position in the far north in so far as it is known. There is at the moment no communication between the guerrilla zone and the south, and the guerrillas have in large measure cordoned off the area. There they have been conducting their own courts, running their own newspapers and, indeed, usurping the functions of administration from the recognised Greek authorities. The Greek Government, having indicted the Yugoslavs and the Bulgarians for aiding and abetting the guerrillas, has appealed to U.N.O., and U.N.O. delegates have since been investigating the situation. Alan Moorehead, in a recent report from Greece, emphasised the extent of guerrilla control in Macedonia, and it is clear that the Greek Regular Army will be unable to defeat the guerrillas in any measurable space of time. Ferdinand Tuohy, on page 40 of this issue, discusses the Greek problem particularly in relation to the spirit of Hellenism which has survived all vicissitudes—*Drawing by E. G. Lambert*

A ROUGH PASSAGE FOR THE "PASSAT": The four-master which has just limped into Table Bay after a grim eighty-two days' voyage from the Baltic during which crew and passengers were on short rations

A STATELY SURVIVAL OF THE AGE OF SAIL: The four-masted barque "Passat," which has arrived at Cape Town after one of the most eventful voyages in her history. She is one of the few remaining ships in the Finnish fleet which gained fame before the war

Battered, leaking, and with hardly a shred of her canvas left, the four-masted Finnish barque *Passat*, a vessel of 3,000 tons, recently limped into Table Bay, Cape Town. For fifty-three days the crew and passengers, it was revealed, had existed on little more than sardines. The *Passat* met disaster at the outset of the voyage when a tug capsized and nine people were drowned. During the actual voyage the barque met with terrible weather, and both men and women passengers spent days assisting the crew in keeping the pumps going and in bailing activities in flooded compartments. Later the *Passat* was becalmed and rations began to run low. One more ordeal, a 90 m.p.h. gale, faced the crew and passengers before the ship finally made port. The accompanying pictures of the *Passat* were taken on the occasion of her last visit to Falmouth. She is one of the stateliest of the still surviving Finnish grain ships

THE WORLD ABROAD

A Survey of Foreign News Events

WILL HE BE KING JUAN III? Don Juan, a great-grandson of Queen Victoria, sometime midshipman in the British Navy, and Pretender to the Spanish throne, seen with his wife, Princess Marie. As a result of General Franco's statement from Madrid to the effect that the Monarchy would be restored when he himself retired, it was not felt that Don Juan's chances of mounting the Spanish throne were enhanced. Meanwhile, Don Juan has been waiting in Lisbon and receiving frequent visits from Monarchist supporters in Spain. General Franco declares that Spain will now be ruled by a Council of the King, and he will be its head, keeping, at the same time, the right to name his successor. Spain has been without a King since Alfonso XIII abdicated in 1931. Don Juan—whose full name is Juan Carlos Teresa Silverio Alfonso de Bourbon of Mountbatten—is his third son

THE HUNGER-MARCHERS OF DUSSELDORF: Some of the demonstrators who converged on the centre of the city, and one of the tragic banners proclaiming their distress. Not all the crowds were as well-behaved as this one, and some of the 80,000 people who flocked to Dusseldorf's Hofgarten overturned a British Military Government car, afterwards pitching it into the lake. Another car in which foreign Press correspondents were travelling was stoned. The demonstrations spread last week throughout the Ruhr, and at Duisberg there was a strike. Tramcars stopped and shops and factories closed. Dortmund and Hamm, the railroad town, were also centres of major disturbance

NOMADS OF GERMANY'S AMERICAN ZONE OF OCCUPATION : Typical young gipsies of the Marburg district who have been causing the U.S. Military Government considerable trouble during the winter. Many of them were born in Nazi camps

VIENNA HONOURS A FAVOURITE SON : Robert Stoelz (left), former Viennese composer and conductor, greeted by the Burgomaster, General Theodore Koerner, on the former's arrival at the Rathaus to receive the freedom of the city. Stoelz lost his citizenship when Hitler took over Austria and he left Vienna after the 1938 Anschluss. At the time he was widely publicised on account of his "Funeral March for Adolf Hitler." The composer is best known for his musical score of *White Horse Inn*, but he has contributed music to numerous films

IN A GIPSY ENCAMPMENT NEAR MARBURG : A caravan and a rudely rigged shanty belonging to members of a wandering tribe who have been creating a problem for the American Zone authorities. The problem has become so acute in Marburg that the authorities have been forced to order the removal of one gipsy camp of over seventy-five persons because of increasing thefts of Government property in the area. Many of the older gipsies were interned in Nazi concentration camps during the war, and probably they could have found shelter and food for themselves and their families in displaced persons' camps, but they have chosen to return to their life of wandering. This particular camp of gipsies managed to survive the past winter by stealing and "scrounging" their food, wood and clothing from the community

SHE DOES NOT WANT TO BE A PLAY-GIRL! Lady Iris O'Malley-Keyes (née Mountbatten), first cousin of the King and of Lord Mountbatten, seen with Mr. Jack McGrath in the lobby of John Perona's fashionable El Morocco in New York. Lady Iris has just joined forces with Don Palloni, who owns a chain of dance studios in Manhattan, Washington and Philadelphia. Palloni says that Lady Iris will work in Washington among the Diplomatic Corps, her activities being executive and promotional. Lady Iris declared in a recent interview, "I realise after war work how futile a social life is. I don't want to be a play girl." She is dropping all formalities of title and wishes to be known as Miss Mountbatten

DESPERATE, THEY LISTEN TO THE VOICE OF REASON : The Cologne police chief talking with hunger-marchers who had paraded through the city. The main criticism of the trade union leaders appears to be that the British authorities are not exercising sufficient control over food distribution, and that injustices are being perpetrated. House requisition is another sore point

DESPERATE, THE PEOPLE TAKE ACTION : The German driver of a British Military Government vehicle makes his escape as the crowd prepares to turn the car over. This scene was enacted in the streets of Dusseldorf, and typifies the rising trend of bitter feeling in the Ruhr. Many Germans are beginning to regard promises about supplies being on the way as so much British and American propaganda. The main trouble has been in the cities, but the country districts are not immune

The Royal Tour of South Africa

IN THE TRANSVAAL AND SWAZILAND

PRINCESS ELIZABETH AT A CIVIC BALL IN DURBAN: Dancing at the City Hall in company with Lieut.-Commander Vincent Forrester, who is in command of South African Naval Reserves in Natal

PRINCESS MARGARET TAKES THE FLOOR: Dancing with Mr. Joe Ellis Brown, son of Durban's Mayor, at the civic ball which was held in the City Hall

Every phase of the Royal Tour has been one of constant contrast. Visits to the cities and towns are followed by days spent among the primitive peoples—the Basutos, the Zulus, and all the varied races which go to the making of polyglot South Africa. After leaving Durban, the Royal train journeyed northwards, with halts at many a wayside station, where the King and Queen walked informally among their subjects and, in the space of a few moments, made contacts which have added immeasurably to the value of the tour. The stop at Commondale, where the King measured Mr. Mostert, was typical of these brief halts upon the way. The side-trip to Swaziland, lying so far off the beaten track, was particularly colourful, and those who were present in the great arena at Goedgegun will long remember the figure of the much-married Paramount Chief, who accompanied the Royal Party in a uniform reminiscent of the days of the third Napoleon

THE BEARDED GIANT OF COMMONDALE WITH THE ROYAL FAMILY AS THE WHITE TRAIN MADE ITS FIRST HALT IN THE TRANSVAAL: Cornelius Mostert seen with the King and Queen and Princess Margaret when Their Majesties left the train for an informal walk among the crowd assembled at Commondale Station. When the King was told that Mostert's height was 6 ft. 9 ins. he declared: "Ridiculous, he must be taller than that. Let's have him measured." Beaming Farmer Cornelius then backed against the train and the tape measure proclaimed him to be 7 ft. 3 ins. Mostert, who fought for the Boers in the South African War, had a conversation with the King and afterwards this picture was taken. Princess Elizabeth was not present, being confined to the train with a heavy cold

STANDERTON ENTERTAINED THE ROYAL FAMILY WITH A DISPLAY OF FOLK DANCING AND MUSIC: The couples, the men wearing white flannels and the women in long dresses and bonnets of the palest colours, circling the stage and singing in Afrikaans to the accompaniment of a "Boer orches" of accordions and fiddles. The King and Queen and General Smuts, whose constituency is Standerton, took lunch in the open air on the edge of the dance floor and, at the end of the performance, they called for an encore. The Royal Family made the journey to Standerton by car, crossing 60 miles of high veldt from Burmanskop, Eastern Transvaal, where their train lay in a siding. Just before Easter they visited Pretoria, the administrative capital, and Johannesburg, the industrial capital

"THE BRINGER OF RAIN" MEETS "THE QUEEN OF RAINFALL AND CROPS": The King, whose power over the elements was acclaimed by natives of the Transkei, decorating the Queen Mother of the Swazis at the frontier post of Mahamba. The Queen Mother, who bears the title of "She Elephant," is also reputed to exercise power over rainfall

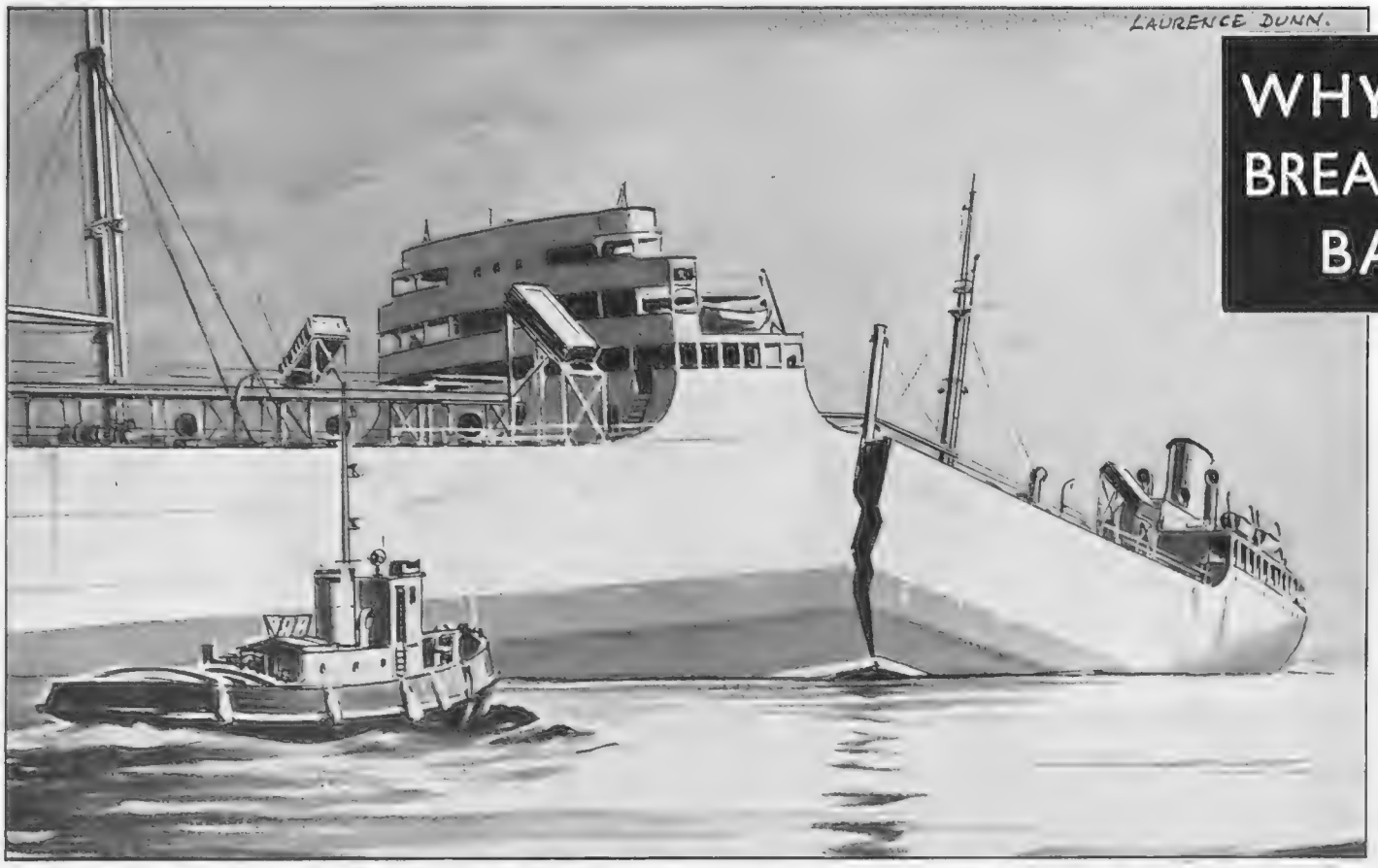
PRINCESS MARGARET WATCHES A SWAZI MUSICIAN: An incident in the Royal visit to Swaziland, where Their Majesties received a welcome comparable with those accorded them previously by the Basutos and the Zulus. Swaziland, a territory about the size of Wales, lies between the Transvaal and the Portuguese province of Lourenço Marques. It is controlled by the Dominion Office in London through the High Commissioner, and is administered by a Resident Commissioner. During their visit the King and Queen and the Princesses met both the European and African communities, and one of the big events was the dance of the Swazi warriors. After leaving Swaziland, the Royal Family entered the Transvaal at the start of yet another exacting stage of their journey

PARAMOUNT CHIEF SOBHUZA DLAMINI II: The leader of the Swazis wearing the medallion presented to him by the King. He was arrayed in the height of military fashion of the Second Empire, with an azure tunic, scarlet trousers, gold epaulettes and a striking yellow diagonal sash

THESE ARE THE DAUGHTERS OF PARAMOUNT CHIEF SOBHUZA: They had front-row seats in the arena as the Swazi warriors gave a war-dance in honour of the King and Queen during their visit to Goedgegun. The girls are rather more elaborately dressed than their fellow-Swazis. At least six of them have skirts of the same material

THE DANCE OF "IMPENETRABLE MYSTERY"—SWAZI WARRIORS, IN LEOPARD-SKIN GIRDLES AND VULTURE HEAD-DRESSES, AND ARMED WITH SHIELDS AND KNOBKERRIES, GIVE A CEREMONIAL DISPLAY BEFORE THE ROYAL VISITORS: It is a strange reflection that many of these warriors were, not so many months ago, wearing khaki battledress and serving in the South African forces. At the end of their display shields were dipped in token of homage to the King

WHY SHIPS BREAK THEIR BACKS

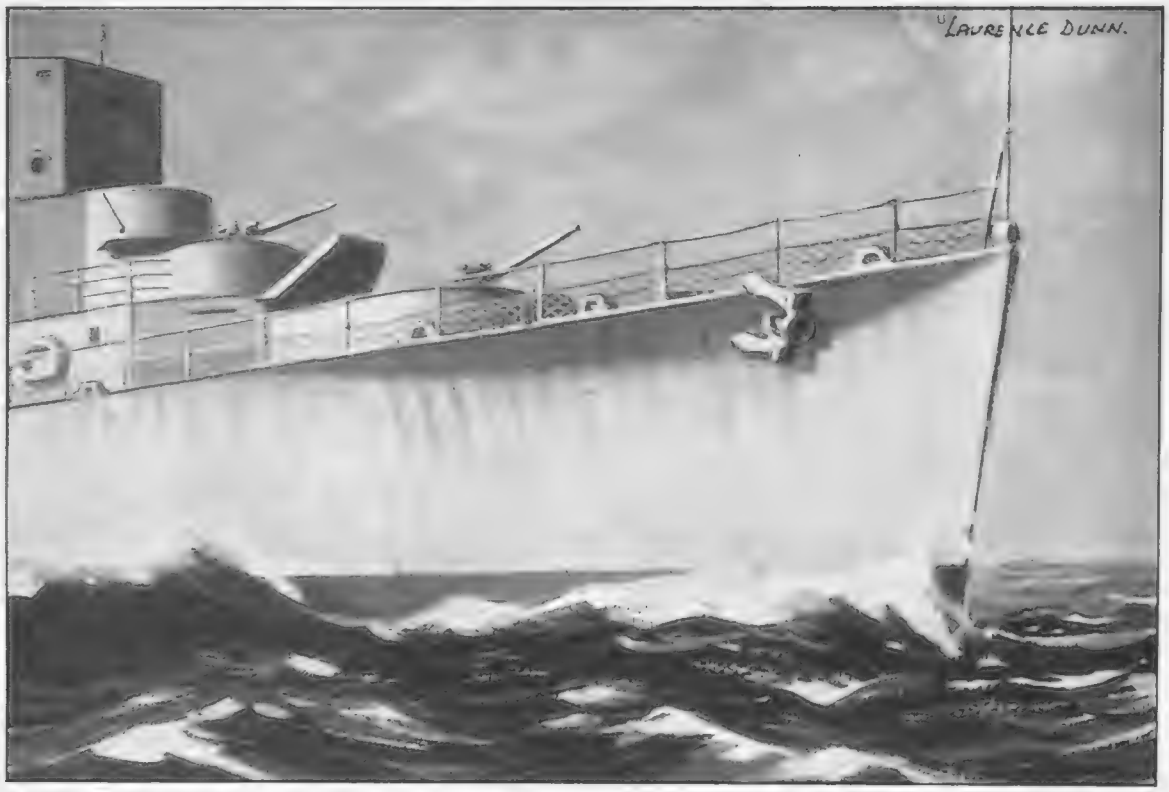


A TANKER WHICH BROKE IN TWO IN A DEAD CALM SEA: Two weeks after her completion during the war, the 10,420-ton tanker "Schnectady" split in two, while lying at her fitting-out quay at Swan Island. The accident occurred in calm water, when the temperature was low. The ship split from deck to bilge keel, but the bottom plating held and she "jack-knifed"

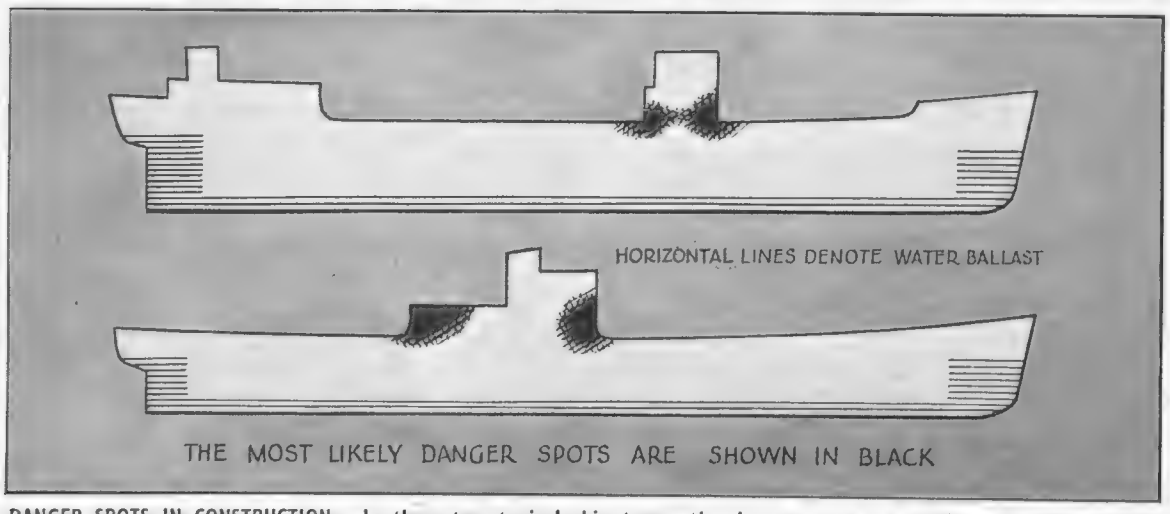
In recent months there have been many instances of large vessels breaking in two, some when in mid-ocean, others after stranding. With so much U.S. war-built tonnage still in service, it is inevitable that it should feature prominently among these casualties. Still more so when one considers what a vast number of ships were built in the States during the war years and the novel methods which were used to hasten their remarkably quick construction and, also, the inexperience of many of the workmen and managements. The numerous cases of structural weakness which became apparent in Liberty and other ships led to a public Board of Investigation being set up by the late Colonel F. Knox, then Secretary of the U.S. Navy Department. This Board found that the main contributory causes of fracture were not so much major faults in design as poor workmanship and poor welding practice. Structural continuity makes for strength, while a break in the continuity encourages weakness. In one of the diagrams the most vulnerable parts of two typical ship types are shown, just at the ends of the superstructure. The presence of an angular notch or square corner instead of a gradual curve is another potential source of weakness.

The strengthening which has been fitted to many of the Liberty ships includes the addition of four longitudinal riveted joints in the strength deck through the mid-length. Official investigation into twenty instances of fracture on Liberty ships revealed the fact that of this number only two were laden at the time of the accident.

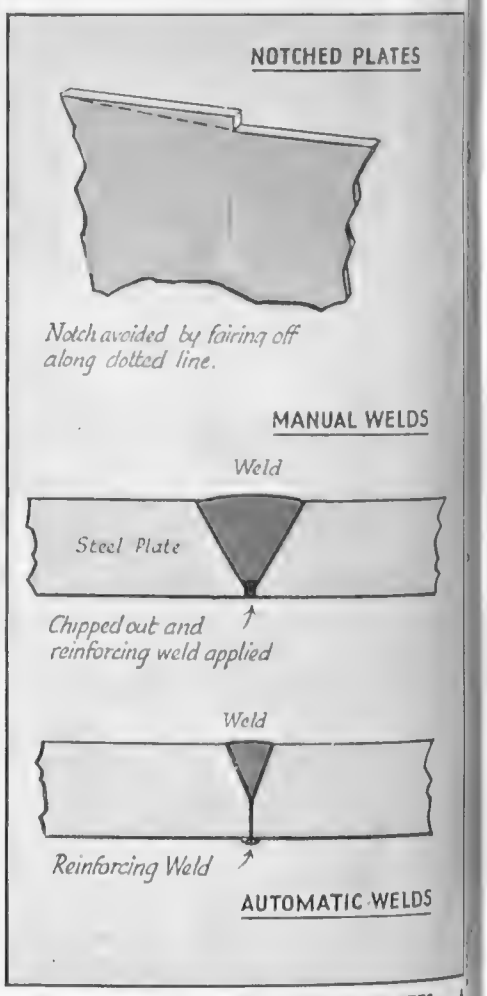
—Drawings by Laurence Dunn



AN EXAMPLE OF POOR WELDING: The "wavy" appearance of many welded ships (due largely to welding out of proper sequence) is a visible sign of bad workmanship. The effect is similar to the crinkling of paper, when wetted, and the result is a surface of uneven strength, which is vulnerable to any undue stresses or strains



DANGER SPOTS IN CONSTRUCTION: In these two typical ship types, the danger spots are at the ends of the superstructure, where there is a break in the continuity. Sharp angles in place of gradual curves have been found to be more vulnerable in welded than in riveted ships. The major factor is the quality of the workmanship



ANOTHER DANGER SPOT—NOTCHED PLATES: A little extra work in fairing off notches could eliminate much of the risk of a break

A FORMER AMERICAN LEASE-LEND SHIP WHICH BROKE ITS BACK ON THE GOODWINS: The 7,250-ton Greek steamer "Ira" (formerly the "Harry Percy") came to grief only four hours after running aground on the treacherous sands. While on its first voyage under the Greek flag, and with 4,000 tons of coal aboard, which it was carrying from Newport, United States, to Antwerp, the "Ira" ran aground on the South Goodwins and broke in half. Some of the Greek seamen were injured in the rush for the boats. The entire crew of thirty-four were eventually rescued by the Walmer lifeboat as a derrick crashed on to the deck and the plates began to buckle and break up. The coxswain of the lifeboat said: "I have never known a ship break up with so much noise"

THE STERN HALF OF THE S.S. "OAKLEY L. ALEXANDER": The collier is seen stranded on the rocks off Cape Elizabeth, after a 75-ft. wave had battered the ship causing her bows to break away. She was eventually beached 150 yards from the shore and the crew of thirty-two were rescued by the Coast Guard by means of a breeches buoy

THE STERN HALF OF THE "HELENA MODJESKA": Off the Kent coast, near Sandwich, lies the stern half of the "Helena Modjeska," the 7,000-ton American freighter which broke up on the Goodwins last September. Her cargo has now been valued at £750,000, although there is still doubt as to the exact figure. Part of the cargo has been lost and it is only due to the most strenuous efforts that so much has been saved. She was battered by high seas and winds reaching gale force for forty days. The "Helena Modjeska" was bound for Bremerhaven with supplies for the United States Zone in Germany when she ran aground on the Goodwins. A number of cases have come up recently in which people have salvaged "privately" part of the cargo that was washed ashore

THE 5,000-TON NORWEGIAN MOTORSHIP "BOLIVAR," WRECKED OFF THE COAST OF IRELAND: She broke her back on the North Kish sandbank, near the Kish Light-house, six miles from Dun Laoghaire, Eire, while on her maiden voyage from Buenos Aires to Dublin. Two tugs from Dublin and two lifeboats from Kingstown and Howth rescued the twelve passengers and the crew of thirty-nine. Among the passengers were Admiral Lord Mountevans ("Evans of the Broke") and Lady Mountevans, who were on their way from South America to Norway for a ski-ing holiday. Lady Mountevans' brother, who was also on board, sustained a slight injury. First news of the accident was a dramatic S O S which ended "Come now." A later radio message stated that 600 tons of barley in the holds had shifted and that the ship was in danger of capsizing. Lord Mountevans is quoted as saying "I have been through a few exciting episodes, but this one was as exciting, in its way, as anything I ever met"

GLIDER and HELICOPTER DEVELOPMENT

Some B.O.A.C. Innovations : The Karachi Flying-Boats : Standardised Markings

THE NIMBUS, A NEW TYPE OF BRITISH SAILPLANE, MAKES ITS BOW : This glider has been designed and produced by Short Brothers, constructors of giant civil and military flying-boats, and at first it was intended for use only by the staff gliding club run by the Company. The design has proved so successful, however, that the Nimbus is now being produced commercially, and it was arranged that the prototype model should take part in the Midland Gliding Club's Easter Meeting at Long Mynd, Shropshire. The Nimbus is the first low-wing two-seat tandem aircraft of its type ever to be built. Its appearance is undoubtedly most opportune in view of the national gliding competitions which are being resumed this summer

BRITISH OVERSEAS AIRWAYS CORPORATION INTRODUCE A NEW FLYING-BOAT : The "Portsmouth," a member of the Plymouth class, seen during a trial flight. The "Portsmouth," which bears a striking resemblance to the familiar Sandringham and the Sunderland, will be used with its eight sister-craft on the new B.O.A.C. route from England to Karachi. All the Plymouth aircraft will bear the names of British seaboard towns, others being "Penzance," "Portland," "Pembroke" and "Portsea"

PASSING A MESSAGE FROM HELICOPTER TO LORRY : A demonstration by Lieut. Ken Reed, Commanding Officer of the Royal Naval Helicopter Training School. The Royal Navy has established a helicopter training detachment at Portland. It is commanded by Lieut. Reed, the pilot who landed on the "Vanguard" at the beginning of the Royal Tour and flew back with the first pictures of the Royal Family on board. He is seen here hovering over a lorry and passing a message to his second in command, who is standing on the roof waiting to receive it. This demonstration forms part of the regular training programme and is intended to simulate landing on or hovering over the decks of vessels at sea

A SYMPHONY IN BLUE AND GOLD : An example of how the B.O.A.C. has endeavoured to standardise its aircraft markings to conform with its policy of having a simple, straightforward design which will be readily recognised by the public. The aim has been to combine the Speedbird emblem with both the Corporation's initials and the word "Speedbird" in one pleasing and uniform design. The task of producing a design for general use on the Corporation's aircraft has been very much complicated by the large number of types in the B.O.A.C.'s fleet, differing not only in conformation but in the number and placing of windows and portholes and the positioning of pitot tubes. The emblem is painted in standard Corporation blue, with a gold border. The lettering, in B.O.A.C. Cyclone italics, also gold-edged, is superimposed on white bands to hold the design together. The size of the markings will vary in accordance with the type of aircraft. The name of the aircraft appears either forward, above or aft of the emblem

A FLYING-BOAT IS ASSISTED TO ITS MOORINGS: A sketch showing how a 400,000 candle-power flare is sent skywards by rocket and, by burning for 80 seconds at a height of 1,600 ft., guides the aircraft down. The rocket ascends against the wind, thus gaining the advantage of longer drifting time over the area requiring illumination—*Drawing by Roland Davies*

PYROTECHNICS and THE PILOT

In the closing years of the war the Pathfinder Squadrons of the Royal Air Force, the vanguard of Harris's bomber formations, played a vital part in target identification and target marking. To aid them in their hazardous tasks they used such pyrotechnical devices as the 7,000,000 candle-power "Skymarker."

These devices are now being turned to peacetime use, and a recent demonstration of them at Dunsfold, near Guildford, showed very clearly how necessary are ground flare landing units, parachute location flares and parachute illuminating flares to the safety of the air traveller.

The demonstration was organised by Schermuly's, who have a long experience in the development of aeronautical pyrotechnics, and spectators were particularly impressed by the capabilities of the 400,000 candle-power flare. So extensive is its area of illumination that with the aid of one flare alone night landings of large aircraft or flying-boats can be made with as much ease as in daylight. One diagram on this page shows the proper tactical use of this flare when fired from a launch above flying-boat moorings.

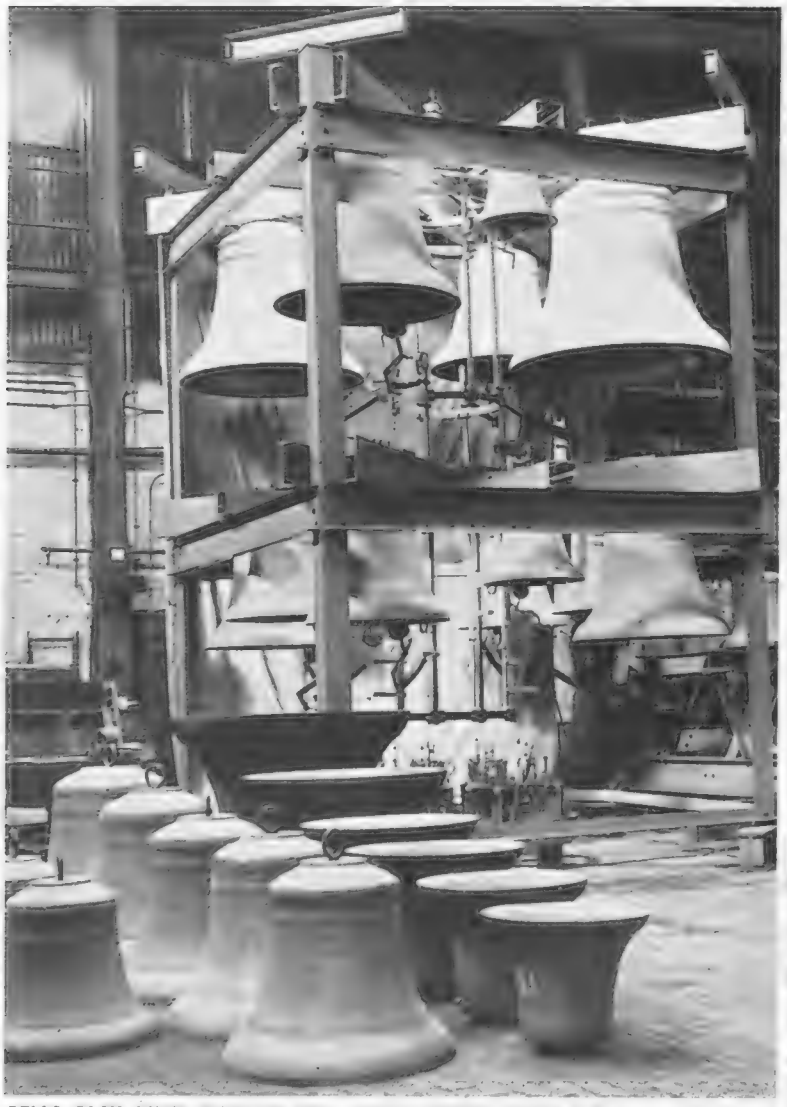
The many recorded instances of failure by rescue parties to locate crashed aircraft draws attention to the importance of efficient communication flares. The rocket parachute location signal, which is virtually crash and fireproof, meets this need. The device consists of a sealed aluminium case, the base of which, after a half-turn in either direction, causes a rocket to be ejected to a height of 1,000 to 1,200 ft. A 75,000 candle-power flare is then thrown from the head of the rocket and burns for 35 seconds.

WHAT CAN BE DONE BY SURVIVORS WHEN A PLANE CRASHES IN MOUNTAINOUS COUNTRY—THE USE OF THE ROCKET PARACHUTE LOCATION FLARE: Ground flares displayed near the plane would be seen only by searching planes within the limited sky area marked by a "V." The rocket parachute location flare develops 75,000 candle-power and at a height of 1,000 ft. can be seen over a 25-mile radius by night and 6 to 7 miles by day. It burns for 35 seconds—*Drawing by Roland Davies*

A Home News Survey

FROM LONDON AND THE PROVINCES

THE ROYAL ACADEMY SELECTION COMMITTEE SETS ABOUT ITS TASK AT BURLINGTON HOUSE : The President and his colleagues, some critical, some puzzled, and others moved to laughter, examining one of the canvases. It is always a long and tiring business. Dame Laura Knight provided herself with a rug. Others took liquid refreshment. From left to right the members are : Sir Walter Lamb (Secretary), James Woodford, R.A., Stephen Gooden, R.A., C. H. James, R.A., Frank Dobson, A.R.A., W. T. Monnington, R.A., Philip C[illegible], R.A., Sir Alfred Munnings, P.R.A. ; Dame Laura Knight, R.A., William Dring, R.A., and Malcolm Osborne, R.A.



BELLS PLAY THEIR PART IN THE GREAT EXPORT DRIVE : A symbol of Swiss gratitude for American generosity. Part of the carillon of thirty-six bells which has just been completed at the Croydon foundry and is to be sent to the Stamford Presbyterian Church in Connecticut. It is a gift from Nestlés of Switzerland and a token of gratitude for American assistance during the war years, when the people of Stamford extended hospitality to hundreds of Nestlé employees evacuated from Switzerland. This is the first carillon to be completed at Gilett and Johnson's since the close of the war. The larger bells bear inscriptions with details of the gift. A demonstration of the bells was attended recently by the Swiss Minister in London

THE DUKE OF GLOUCESTER GOES TO FENLAND : The Chief Counsellor of State during the absence of the King in conversation with Major-General Cyril Lomax when, accompanied by the Duchess, he paid a visit to the now closed Earith gap in the flooded areas. The Duke wore an Army despatch-rider's kit and both he and the Duchess donned top boots. They rode along the dyke wall in open trucks. The Duke and Duchess saw how the Earith gap had been filled with amphibious vehicles with sandbags firmly wedged between them. Later the Duke, at the wheel of his car, and the Duchess drove from Ely through areas which had witnessed some of the worst of the flooding. During the day they boarded an Army "Duck" to travel along the flooded River Wissey to the scene of another major breach. The Royal Family were among the first to contribute to the Lord Mayor's Flood Relief Fund

BLESSING THE LULLINGSTONE SILKWORMS : Lady Hart Dyke, whose silkworms are world-famed, carrying silk into the church at Lullingstone prior to the ceremony which takes place in Continental countries every year just before the eggs hatch

THE VICAR OF ST. BOTOLPH'S, LULLINGSTONE, PRONOUNCES THE BLESSING IN THE HERB GARDEN ADJOINING THE CHURCH : This was the scene at the ceremony of blessing the silkworms which were brought for the occasion from Lady Hart Dyke's silkworm factory at Lullingstone Castle. Lady Hart Dyke has been breeding silkworms for over fourteen years and her castle home is almost entirely taken up by the silk factory. It takes 2,500 silkworms to produce 1 lb. of silk, and the 3,000,000 or more worms at Lullingstone are housed in special oil-heated wickerwork baskets. When the silk has been processed, Lady Hart Dyke sells it to firms who fashion it into stockings, underwear and dresses

THIS SHIP WILL HELP THE MEAT RATION : The motorship "Munster," of 4,500 tons gross, ready to be taken to her fitting-out basin after being launched from Harland and Wolff's, Belfast. The *Munster* is to go into the service of the British and Irish Steam Packet Company. She will have room for more than 400 passengers in the first class and 100 in the third class, and will be able to carry 470 cattle on lower decks. Since there is insufficient shipping at present to transport all the cattle that Eire is able to export to this country, the ship should be most effective in helping to maintain the meat ration

THE "PERUVIAN EXPRESS" PROVIDES LUXURY TRAVEL IN THE HOME COUNTIES : One day it will scale the heights of the Andes, operating from sea-level up to 15,000 ft. Here it is arriving at St. Margaret's Station, Hertfordshire. This luxurious train has been built for the Peruvian Central Railway, but at the moment it is being tried out on the line between Buntingford and St. Margaret's, affording much pleasure to weary business men and tired shoppers. Each coach of the "Peruvian Express" is a Diesel-powered unit, costing £15,000. Another three coaches are under construction

IN YORKSHIRE THE ARMY AGAIN GOES TO THE RESCUE : *Left*—Boatloads of sandbags being towed by a "Duck," and (*right*) the sandbags being piled on the dyke before being used to fill a gap in the Ouse defences near Barlby

After the Army had played its part in stopping the Eartth gap in Fenland, thus saving a situation fraught with incalculable menace, other units went into action in the Selby district of Yorkshire, where the Ouse floods have been on a scale comparable with those in East Anglia. These two pictures show men engaged in bringing sandbags and other material to fill a break in the Ouse dyke near Barlby, in the Selby region. In last week's issue of THE SPHERE pictures showed how the floods had turned Selby into an island

KNOLE AND ITS GLORIOUS SETTING—A DIAGRAMMATIC SKETCH OF THE CELEBRATED MANSION NEAR SEVENOAKS, KENT, WHICH HAS BEEN PRESENTED BY LORD SACKVILLE TO THE NATIONAL TRUST FOR PERMANENT PRESERVATION AND WAS OPENED TO THE PUBLIC JUST BEFORE THE EASTER HOLIDAYS: The drawing shows the two main courtyards, the second of which is entered through the Bourchier Arch, named after the Archbishop of Canterbury, who was one of the early possessors of Knole—*Drawing by Percy Home*

KNOLE HOUSE GIVEN TO THE NATION

One of England's Finest Mansions, which was Opened to the Public on April 3

Knole, with the natural beauties of its great deer-park and its massive beech-trees, its historic mansion, part-medieval, part-Jacobean, is now the proud possession of the nation, and this Easter it was opened to the public. Knole has been given by Lord Sackville to the National Trust for permanent preservation, and the gift is the outcome of several years of complex negotiation, as lawyers have sought to straighten out the involved entailment of the estate. Knole has a long and brilliant history. Kings and queens often stayed there, and it was there that Henry VIII wooed Anne Boleyn. Knole actually dates back to the reign of King John, when it was possessed by Baldwin de Bethun, Earl of Albemarle, and its first period of greatness was under Thomas Bourchier, Archbishop of Canterbury, who rebuilt the manor-house. Its last ecclesiastical owner was Thomas Cranmer, who, finding that the vast possessions of the Church excited envy, resolved on a voluntary surrender of a part as the best means of preserving the remainder. Accordingly he gave his manors of Sevenoaks and Knole to Henry VIII. The King completed the enclosure of the park, but he was never resident at Knole for any length of time. Knole was acquired by the Sackville family in 1603 on a grant made by Queen Elizabeth, and it was Thomas Sackville, first Earl of Dorset, who repaired the house and added so largely to it

THE CELEBRATED BOURCHIER GATEWAY: A view from the Stone Court at Knole, showing one of the oldest parts of the famous mansion. It is named after Archbishop Bourchier, who bought Knole, rebuilt the manor-house and enclosed a park round it. At his death in 1486 he bequeathed the manor to the See of Canterbury

THE CHAPEL AND JACOBEAN DOMESTIC ARCHITECTURE IN THE FAR SOUTH-EASTERN CORNER OF KNOLE: The east window of the chapel has a remarkable set of "grisaille" glass representing the twelve Apostles. Two very distinct styles are apparent in the buildings on the right

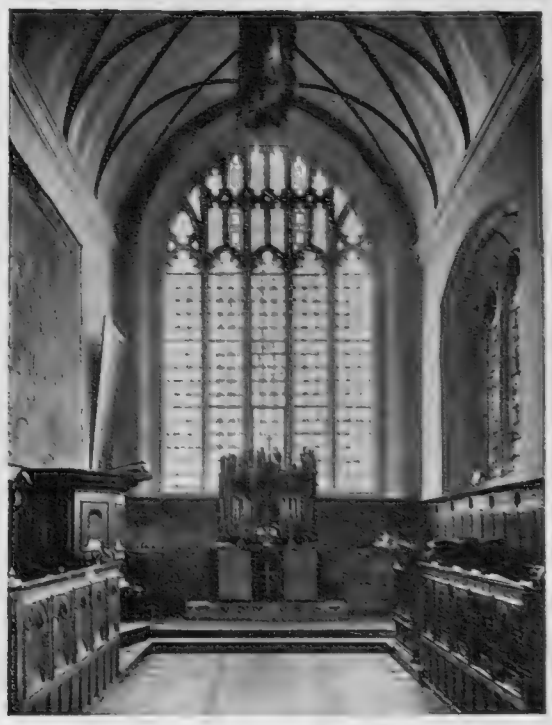
For the visitor to Knole there is a wealth of interest. The great deer-park, with its stately walks and fine beech-trees, is one of the finest in the country, and in spring and autumn its attractions are obvious. The park is a little short of two miles in length from north to south, and one mile and a quarter in width from east to west; enclosing in all an area of nearly 1,000 acres, presenting a delightful variety of hill and dale. The state-rooms and galleries of the mansion, which contain some very fine examples of early English furniture, silver and pictures, are known to connoisseurs and collectors the world over. The galleries include the Venetian Ambassador's rooms; the King's room, in which can be seen the exquisite silver furniture and state bed; the Reynolds room; the ballroom, the Cartoon, Brown and Leicester galleries. Besides furniture, these rooms contain rugs and tapestries dating from the early seventeenth to the late eighteenth centuries. At the present moment Knole is to be opened only to a limited extent, as the National Trust lacks the necessary staff ready for immediate duty, but throughout 1947 it will be possible to visit the house on Thursday and Saturday afternoons, also on Bank Holidays. Next year it is hoped to extend the days of opening.

THE BOURCHIER GATEWAY FROM THE GREEN COURT: The fine oriel window above the entrance was built by Archbishop Bourchier in 1456. The clock above this window formerly stood over the Great Hall, but the roof of the hall bent under the strain and the clock was removed in 1745

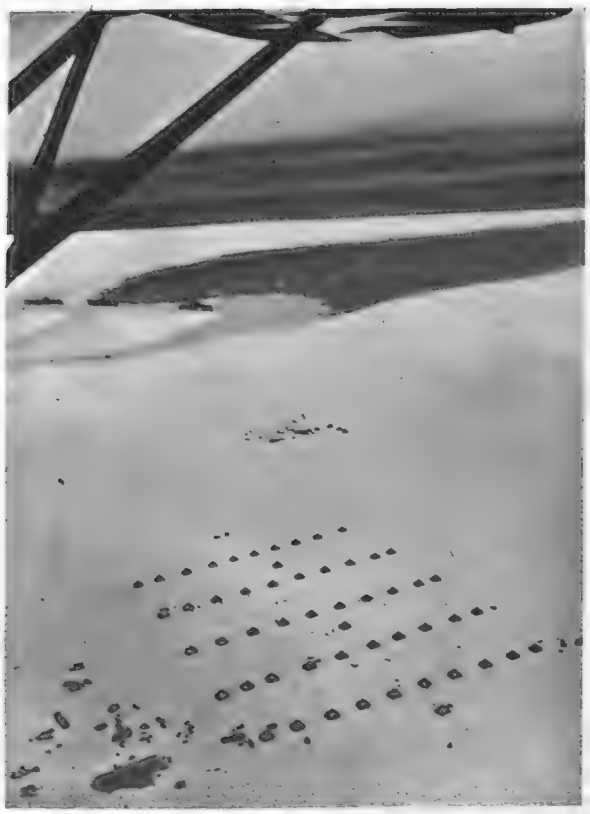
THE CARTOON GALLERY, WITH ITS FLOOR FORMED OF TREE-TRUNKS SPLIT IN HALF: The gallery is 90 ft. long and is so named as it contains copies by Mytens of the celebrated cartoons of Raphael. Mytens, Court painter to Charles I and pupil of Rubens, painted the cartoons at the King's request

THE VENETIAN AMBASSADOR'S BEDROOM: A magnificent room with green and gold hangings and a rose-coloured carpet. The portrait over the mantelpiece is "A Doge of Venice," by Veronese

THE PRAYER CLOSET USED BY KING JAMES I: This tiny apartment, set aside for the use of the devout monarch, has its walls lined with costly fabric



THE CHAPEL AND ITS CELEBRATED EAST WINDOW: The set of panels representing the Apostles, painted in greyish tints in imitation of bas-reliefs, are considered masterpieces of their kind



WHERE ADMIRAL BYRD ESTABLISHED HIS 1947 BASE: An aerial view of Little America, showing the tents used by Byrd and the 190 men who camped with him on the Great Barrier during February. In the distance supply ships can be seen

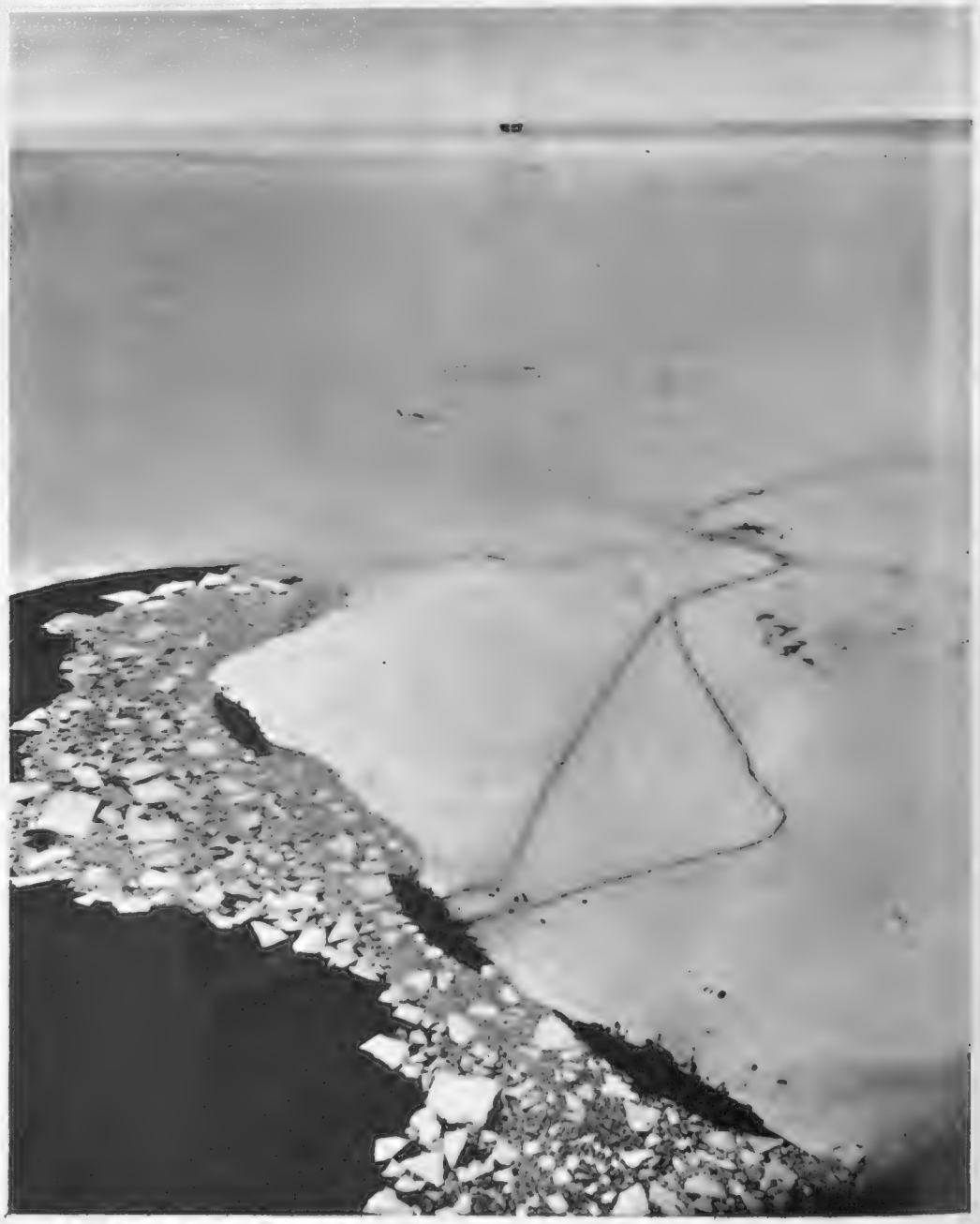
WALKING AMONG THE ANTARCTIC PRESSURE RIDGES: A member of Admiral Byrd's 1947 expedition seen on the Great Barrier near the Little America base camp in the Bay of Whales. For nearly a month the expedition remained in force at Little America, and from there they conducted some of the remarkable photographic survey flights which have provided geographers with new material

WITH BYRD IN "LITTLE AMERICA"

More Pictures from the United States Expedition to the Antarctic

FROGMEN OF THE ANTARCTIC: A member of Admiral Byrd's expedition about to take part in a cold-water swimming test. On his feet are giant flippers to give him speed through the water. He has a one-piece rubber suit, and a face mask with breathing apparatus. Fifteen men took part in this personnel and equipment test, and all emerged unscathed from the icy waters of the Bay of Whales

Now that Admiral Byrd and his men have returned from their successful expedition to the Antarctic more pictures have been released, and some of these give remarkable aerial impressions of the area of the Bay of Whales and the nearby camp at Little America. The object of the expedition was not confined entirely to geographic research, and, indeed, much time was spent on personnel and equipment tests in order to find out how they would survive the severe Antarctic conditions. Most dramatic of these tests was the plunge of the frogmen into the Bay of Whales. The men were apparently unharmed by the icy water, being fully protected by their special clothing. At the time of writing, no pictures have reached THE SPHERE of the ice-free oases discovered by the expedition's Western Task Force, and these are awaited with the keenest interest



THE BAY OF WHALES AND ADMIRAL BYRD'S SUPPLY SHIPS SEEN FROM AN AERIAL PHOTOGRAPHIC RECONNAISSANCE PLANE: This dramatic picture shows the three ships, including the ice-breaker "Northwind," moored against the Barrier ice, and in the middle distance is the Little America base camp where Admiral Byrd and his 190 men established themselves. Two main tracks led across the ice to Little America, the one for ski parties and the other for vehicles, and they converged just before the half-way mark. The configuration of the Bay of Whales is altering constantly, great sections of the barrier calving off sometimes with no warning. Admiral Byrd, who flew above the Bay, reported marked changes since his last expedition in 1939

IS THE STANDARD-BEARER OF THE RIGHTIST PARTIES IN FRANCE?—GENERAL DE GAULLE SPEAKING AT BRUNEVAL DURING HE UNVEILING OF A MEMORIAL COMMEMORATING THE SUCCESSFUL RAID BY BRITISH AND CANADIAN COMMANDOS ON THE NIGHT OF FEBRUARY 27, 1942 : This was the latest of the General's rare appearances, and he spoke to 15,000 people gathered on the cliffside

ONCE AGAIN IN THE NEWS

The Re-emergence of General de Gaulle

The Bruneval Commando Raid in 1942 was a symbol of Anglo-French co-operation, for the British and Canadians who delivered that vital stroke against the German occupiers of the Norman shore were aided powerfully by the Fighting French and the men of the Resistance Movement. The unveiling of the Bruneval memorial was fittingly enough performed by General de Gaulle, but Frenchmen, who have built a legend round de Gaulle, attributed a political significance to this re-emergence of their leader, and many who flocked to Bruneval expected a pronouncement of a sensational order. In that they were in part disappointed, but de Gaulle said enough, and left enough unsaid, to show that he is not wholly out of the political picture, and that he may well step forward as the champion of the Rightist parties. He adumbrated a new struggle against the forces of Communism in France

FIFTEEN THOUSAND FRENCHMEN GATHERED TO HEAR HIM SPEAK : General de Gaulle addressing his great audience on the cliffside at Bruneval. A British Army, Naval, and Air Force contingent attended the unveiling of the memorial, headed by Major-General Laycock

THE BRITISH AMBASSADOR HEARS DE GAULLE : Mr. Duff Cooper, accompanied by Lady Diana Duff Cooper and General Vanier, Canadian envoy, listening to the unveiling speech

EXEMPLIFYING THE REVIVAL OF TAPESTRY-WEAVING IN MODERN FRANCE: A section of Room 14 at the Victoria and Albert Museum, where forty modern French tapestries are being displayed, providing an enthralling contrast to the historic tapestries in the adjoining rooms. The exhibition, with its many celebrated exhibits which have never before been seen in this country, is arousing tremendous public interest. In one room French weavers can be seen at work

FRENCH WEAVERS IN LONDON

In Connection with the Tapestry Exhibition at South Kensington

A CRAFTSMAN FROM AUBUSSON: An expert giving a demonstration of weaving on the high-warp loom. The exhibition has been staged with the co-operation of the French Government

CREATION OF A MODERN TAPESTRY: A weaver from Beauvais demonstrating the intricacies of his craft on the low-warp loom

TAPESTRY-MAKING IN THE AGE OF LOUIS XV: This room at the Victoria and Albert Museum's Tapestry Exhibition has elaborate cartoons representing Royal hunting parties, and they are very much in the tradition of Lebrun, who conducted the Gobelins factory for Louis XIV

MRS. DALTON WATCHES THE WEAVER FROM BEAUVAIS: The wife of the Chancellor touring the exhibition which she had just opened

The opening of the Tapestry Exhibition at the Victoria and Albert Museum has been the biggest event in the London art world in recent years. Quite apart from the fact that the British public are seeing for the first time historic tapestries which are not easily accessible in France, the exhibition also has a big section dealing with modern weaving. Watching the experts from Aubusson and Beauvais at work is an undoubted aid to individual appreciation of the works on view. The treasures comprising this memorable display illustrate over five centuries of artistic development, from the achievements in the Gothic tradition, through the flamboyant but magnificent productions of the Gobelins factory, to the forty modern works which, though lacking the glorious patina of time, are of unquestioned vitality

"SUCCESS STORIES"—in the THEATRE and OPERA HOUSE

And the Return of the Menuhins to the London Concert Platform

SHE PLAYED THE LEAD AT AN HOUR'S NOTICE: Kaye Connor took over Helena Bliss's part in "Romany Love" at His Majesty's Theatre. Kaye Connor's first stage appearance was in the comedy part of Yvonne in Jack Hylton's latest musical show *Romany Love*. When Helena Bliss fell ill with suspected food poisoning, Miss Connor announced that she had learnt all her songs and could take over the leading part of Musetta. Jack Hylton heard her sing one song and decided to give her the chance. She memorised the dialogue between scenes, and this photograph shows her in her dressing-room

HOLLYWOOD COMES TO PECKHAM: Diana Decker plays one of the Americanised children in "Peace Comes to Peckham" at the Princes Theatre. Firth Shephard's latest production is yet another success from the enterprising Embassy Theatre at Swiss Cottage. This amusing topical comedy, by R. F. Delderfield, dramatises the reactions of a Peckham family to two children who have been in America during the war. Diana Decker, who plays one of the children, was born in Hollywood and this is her first important part on the London stage. Lionel Blair is the Americanised boy and Peter Scott gives a delightful study of a Cockney urchin

AN ENGLISH SOPRANO AT COVENT GARDEN: Victoria Sladen sings "Pamina" in "The Magic Flute." The beautifully staged production of Mozart's *The Magic Flute* has an English soprano in the leading role. Victoria Sladen was trained at the Trinity College of Music. She went to Europe to study opera, and, for the last three years, has been with Sadler's Wells. Pamina was her first important role at Covent Garden

YEHUDI MENUHIN WITH HIS SISTER, HEPHZIBAH: Rehearsing together for their sonata recital at the Albert Hall. When Yehudi Menuhin gave his last concert in New York, he was wearing a beard and looking (according to his sister) "like an Old Testament prophet." He shaved it off for the concert he gave with her at the Albert Hall. Hephzibah is Mrs. Lindsay Nicholas in private life, the wife of an Australian sheep farmer. She and her brother last played together six years ago when he was touring Australia. The London concert was the second of the present tour (the first was at the Metropolitan Opera House in New York), and they are now on a five-weeks tour of Europe. Hephzibah Nicholas has given many wireless concerts in Australia and she played with Dr. Malcolm Sargent when he was there recently

The World of Books—By VERNON FANE

NO MIDDLE ROAD FOR THE WOOLLY-MINDED

Miss Compton-Burnett's Books Evoke Either Prodigious Admiration or Hearty Dislike

WITH the brilliant exception of Miss Rebecca West, the wittiest woman novelist now writing is, I firmly believe, Miss I. Compton-Burnett, whose new novel, MANSERVANT AND MAIDSERVANT (Gollancz. 8s. 6d.), has recently appeared. As is her distinguished wont, the author depends on dialogue for all her exposition. Action is inferred or implied by conversations. When it is directly described it is seldom more startling than the entrance of a butler, or a child's glance out of the window.

The real, and in the case of this particular novel, the almost melodramatic action is indicated by the characters' curious and complicated speech alone, and I don't need to tell any of Miss Compton-Burnett's admirers that this odd method works perfectly. Her sense of observation, that is very nearly cruel in its exactness, has never been more effective. It is stringent and acid and, as I say, extraordinarily witty.

There can only be two opinions about Miss Compton-Burnett's books: you admire them prodigiously or you dislike them as heartily. Her genius leaves no middle road for the woolly-minded.

One of Mr. J. B. Priestley's recent plays, AN INSPECTOR CALLS (Heinemann. 6s.), has now been published in book form, and is prefaced by the author's letter to a friend and colleague. In this Mr. Priestley takes the sensible line of revealing the play's history from the days when he first conceived the central idea to the days when it was found possible to produce the play simultaneously at two theatres in Moscow before a London theatre was found for it. Since then it has been played in six other European and Scandinavian countries and, as I remember with appreciation, in London and Bristol.

The play itself is of an unusual smoothness of technique. The three acts are exactly consecutive, so that in performance the characters are found at the beginning of each act poised in the same attitudes and with the same words on their lips as when the curtain last fell.

Canada in the days of its earliest civilisation is the theme of Mr. Alan Sullivan's novel, THREE CAME TO VILLE MARIE (Aldor. 12s. 6d.). This is an adventure story of the seventeenth century, and consequently of the days when the French alone fought the Indians for the possession and the safety of their clearings and their new homes. Canada was known as New France then. It was a hard land, from which every day, and acre, had to be wrested.

Mr. Sullivan's novel has won the Governor-General of Canada's Annual Literary Award, for which the author is to be congratulated, but for any reader who might be intimidated by the grandeur of that prize, I would also add that this is a rousing good story, and one I recommend to you.

Miss Madeleine Couppey's novel, THE RUMOUR IN THE FOREST (Collins. 7s. 6d.), is an exciting story of love, violent death, vengeance and forgiveness, drama and pathos, philosophy and action; and all this in spite of the fact that the characters are animals and not men. The book is an object lesson in characterisation and a fine piece of work.

SWEET CONFUSION (John Lane. 9s. 6d.) is an English family story with a difference, for it is chiefly a commentary on an ordinary family's reaction to the Munich crisis of 1938. Mr. Norman Denny has concentrated on this rather than on clarity of plot, and as a result he has achieved authentic atmosphere and a story that is well-titled.

SECRET SIBERIA (Robert Hale. 15s.) is a study in the contrasts between the old Tsarist wilderness where political prisoners were sent to languish and Soviet Siberia where, in some people's view, political prisoners are sent. Mr. Emil Lengyel pursues his theme with enthusiasm. In 1916 he was himself sent to Siberia as a Hungarian prisoner of war, but found there, instead of the frost and misery he had expected, "a modern Canaan."

If there is one period I find more confusing in retrospect than another it is that of the Anglo-Saxon Chronicle of the tenth century. Nevertheless, I have been able to read, with a certain amount of enjoyment, Mr. Edward Frankland's historical novel, THE HALF BROTHERS (Macdonald. 10s. 6d.). Mr. Frankland has made a bold attempt to sort out for the ordinary reader a coherent story from the mass of confusing names and events in the Anglo-Saxon Chronicle and in other contemporary sources, and he has, on the whole, succeeded.

A new series of topographical books, to be known as "The County Books," has been projected, and the first volume to reach me is SUSSEX (Robert Hale. 15s.). This book, satisfactorily interleaved with photographs, is by Mrs. Esther Meynell, who knows her subject well. Mrs. Meynell has chosen parts of Sussex she knows intimately. This has resulted in a book that is personal to the author and also personal to every reader who has ever loved that beautiful county, that "secret kingdom."

EDOUARD VUILLARD, FROM A LITHOGRAPH BY ODILON REDON: This is one of the line-drawings from "Vuillard: His Life and Work" (Paul Elek. 25s.), which has been published by Claude Roger Marx. This is the first authoritative biography of Vuillard, whose work showed the influences of Degas and Renoir, and who developed a style notable for its unusual treatment of perspective and colour

"JAMES ALLEN PRESENTED AN ELEGANT APPEARANCE": The extraordinary story of Allen, one of the most remarkable transvestites in the history of male impersonation, is told by Eric John Dingwall in his book, "Some Human Oddities" (Home and Van Thal. 15s.). Allen lived with Abigail Naylor for many years, but she never knew until his death that her so-called husband was really a woman

THE GENIUS OF KEENE

And Other New Books Briefly Reviewed

Charles Keene, whose work spanned the greater part of the Victorian era, was perhaps the most consummate artist in black-and-white ever known. In the last thirty years of his life he was one of *Punch's* leading artists. Phil May called him "the Daddy of the lot of us," and Whistler, Pissaro and Degas were his fervent admirers. So much of Keene's work was contributed to the contemporary, essentially ephemeral Press, that it has been lost sight of, and Derek Hudson has done a real service to art with his collection of drawings published under the title, CHARLES KEENE (Pleiades Books. 18s.). Over fifty drawings in black-and-white are reproduced in this excellent volume, and also several colour-plates, including the celebrated self-portrait in the Tate Gallery. Turner, when asked how he obtained certain subtle artistic effects, once declared: "Painting is a rum thing." Keene was no more articulate about his own work, but Mr. Hudson in his notes gives some intimate glimpses of the great draughtsman at work and of the men and women who made up his at-once cheerful and brilliant circle.

When Britain was at war she drew to her aid administrators as well as fighting men from the ends of the earth. From Africa came Smuts; from Canada we had the unfailing support of Mr. Mackenzie King, and from Australia came a young and energetic politician, a former Federal Treasurer, who placed his talents at the disposal of Mr. Churchill. The Australian, Mr. R. G. Casey, speedily made a name for himself in the British War Cabinet and from 1944 to 1946 he was Governor of Bengal. With great brevity and much clarity Mr. Casey has, at this crucial moment, written a treatise upon Indian affairs based upon his experiences in Bengal. It is called, simply enough, AN AUSTRALIAN IN INDIA (Hollis and Carter. 3s. 6d.). This is an excellent little book, characterised by freshness of outlook, and it is full of practical suggestions for the future. Mr. Casey believes that the spearpoints of the attack upon India's poverty should be irrigation, drainage and river control. Only thus can agriculture become efficient and the general living standard raised. Turning to the political scene, the author is not optimistic. The Congress Party and the Muslim League remain poles apart. Mr. Nehru, that fervent Nationalist, is pledged to the policy of a united India; Mr. Jinnah has taken his people too far along the road to Pakistan to accept a compromise without risking a loss of face. Once Mr. Jinnah used Pakistan as a bargaining counter, says Mr. Casey; now it seems it is the central plank in the Muslim platform. Britain may leave the forefront of the political stage in India, but Mr. Casey believes that when the present emotional hostility has died away, she will continue to play a part in India's destiny. It will be through the English language that India will, to her lasting good, go on acquiring knowledge of the rest of the world.

"SERTORIUS (AS A SPY), HAVING ASSUMED A GAULISH HABIT, MIXES WITH THE BARBARIANS": One of Charles Keene's coloured drawings in which he illustrated lines from Plutarch. It is reproduced in Derek Hudson's newly-published life of Keene

The Spangled Drongo, the Talking Myna, the Blacknaped Oriole and the Rufous Crowned Tailor Bird are among the many little-known strange and beautiful denizens of the 7,083 islands and islets of the Philippine Group. In BIRDS OF THE PHILIPPINES (Macmillan. 18s.) Jean Delacour and Ernst Mayr show how to identify 450 species, making a free use of explanatory line-drawings.

WITH NETS AND LINES (Chapman and Hall. 8s. 6d.) is also a book for the expert, dealing with the problems of netting unwanted fish from lakes and reservoirs for the purpose of stocking other waters where the fish are needed for angling. The author, T. A. Waterhouse, is president of the National Federation of Anglers.

NEW ROAD 4 (Grey Walls Press. 10s. 6d.) is the fourth issue of an important anthology of European art and letters. An article on Ignazio Silone is of special interest.

12-13 ST. GEORGE STREET, HANOVER SQUARE, LONDON, W.1. MAYFAIR 7444

St. Paul's, London.

CITIES IN WHICH WE SERVE

LONDON. The name is not Roman but Celtic. Boadicea sacked the city in A.D. 61 and killed all the inhabitants. But London as usual could take it and began again. Londoners bought peace with Canute for £10,500 in the 11th century, and made Henry Fitz Ailwyn the first mayor in 1193. Later London grew larger and larger and larger. Regent Street inspired by the Prince Regent was built by John Nash in 1813-16 as a royal drive from Carlton House to Regents Park. This famous street was re-built in the nineteen-twenties, but men have been clothed and re-clothed at Austin Reeds since 1910.

There are Austin Reed shops in London, Bath, Belfast, Birmingham, Bournemouth, Bristol, Coventry, Edinburgh, Glasgow, Harrogate, Hull, Leeds, Liverpool, Manchester, Norwich, Nottingham, Oxford, Plymouth, Sheffield and Southampton.

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CHURCH ARMY

10/184

NO OFFERS FOR A STOPWATCH

TIME SCHEDULES continue to become more critical and more important. The first complaint of five minutes' delay in the Cape Town flight may be penned to the editors any day now. At thirteen Old Bond Street Benson and Hedges still persist in taking a detached view of this modern urge to save the odd minute. For nothing has happened to alter their opinion that good cigarettes made of fine tobaccos need generous care—that only the best will do.

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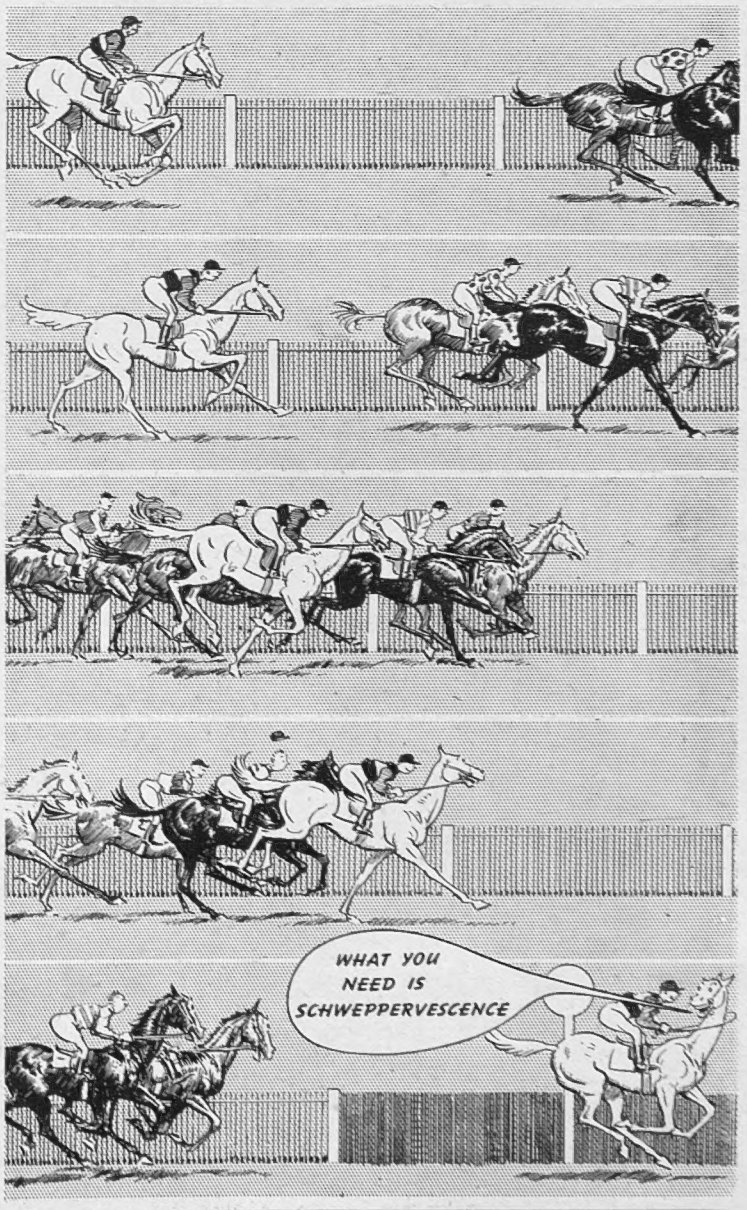

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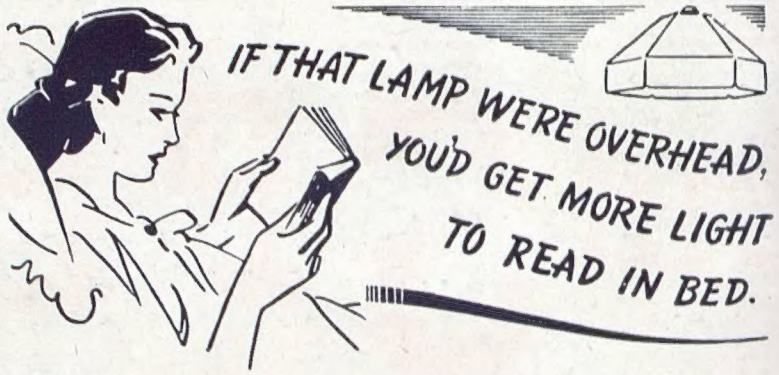

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